COMPARISON: ENTRY-LEVEL SOFT ROADERS YOU REALLY SHOULD CONSIDER



topCar

MARCH 2016 | VOL 25 NO 03 R34.90

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FIRST DRIVE

BIG CAT TEST!

JAGUAR F-PACE SUV

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CHEAP FAMILY HATCHBACKS FROM THE EAST

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MOTORSPORT Can Ferrari save F1? › ***Dakar, the South African winners*** › Haas F1, the inside story of the new USA team › ***New Kyalami Driven*** › 911 GT3 RS in Monte Carlo **SPECIAL TEST** Volvo S60 Polestar: Sweden's wildest ride!



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2.8 GD-6 RB RAIDER 6MT | 2.8 GD-6 RB RAIDER 6AT | 2.8 GD-6 4X4 RAIDER 6MT
2.8 GD-6 4X4 RAIDER 6AT | 4.0 V6 RB RAIDER 6AT | 4.0 V6 4X4 RAIDER 6AT

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2.4 GD-6 RB SRX 6MT | 2.4 GD-6 4X4 SRX 6MT | 2.4 GD-6 4x4 SR 6MT
2.7 VVTi RB SRX 5MT | 2.8 GD-6 RB RAIDER 6MT | 2.8 GD-6 4X4 RAIDER 6MT

Xtra Cab: 2.4 GD-6 RB SRX 6MT | 2.8 GD-6 RB RAIDER 6MT | 2.8 GD-6 4x4 RAIDER 6MT

HILUX

WELCOME.

Divine inventions



I'M A SUPER Motorist. I don't mean I'm a good driver, rather it's a term I just made up since not only do I drive several cars on public roads, there's also the fact that I usually derive great pleasure from doing so. And then there's the other fact that my colleagues and I earn a living in this manner. That's a trifecta! And while motoring might form the nucleus of our existence, many of us also derive great pleasure in enjoying the asphalt in a different way, on a bicycle specifically. Say that to the odd person and you can visibly watch the terror and confusion seeping into their expression, their eyes widen in utter disbelief and offense. It seems you still can't be a fan of both means of transport. You'd swear I was saying that come Friday my Christian pals and I like to visit the local mosque for afternoon prayers, ya know? Or vice versa. And the reason I compare it to religion (please take no offense) is because I'm a Shintoist. And you may be one too. See, on a recent trip to Japan I learnt all about this fantastic religion. It turns out that you can be a Shintoist and still be a Christian. You can still be a Muslim for that matter, or a Hindu or a Jew or a Jedi – anything you like really, because it's not necessarily mutually exclusive. In its simplest distillation Shintoism refers to the existence of divinity or kami in anything from rocks to people, trees to a beautiful sunset. And on that note, there's probably a god in my car – and another in my bicycle, because I see beauty and joy in them both. There's definitely a god in the Volvo S60 Polestar on page 40 although I suspect his name might be Odin. What it is, is a Scandinavian sports saloon with a difference. Relatively peerless and blue as a Smurf, it weighs in at R735 500 and punches to the tune of 258kW and 500Nm – loony for a sensible Volvo and the better for it. We've followed it up with a test of a traditionally sensible Honda in the HR-V – good car, probably no kami to speak of though. Yet neither car is particularly affordable, you certainly couldn't call them cheap and as our budgets tighten and the exchange rate continues to squeeze us in a deathly grip you'd be foolish to ignore the burgeoning budget sector. For this reason we've assembled a trio of hatchbacks in the region of R110 000 to R135 000 that you'd normally glance over. Visit our showdown on page 48 to see if you should continue to do so. Similarly, page 36 features a concise comparison between four unlikely entry-level SUVs that do or don't deserve your ZAR. Typically, the bulk of these cars are from the Far East. Just like Shintoism.

CALVIN FISHER
Editor
Follow me on @Calvin_Fisher

And then we ran with the bulls. Five of the maddest in fact, with 60 feral cylinders between them PAGE 64





TOPCAR

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MARCH 2016

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The new A-Class.
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The new Mercedes-Benz A-Class has been further refined, accelerating its aesthetic and athletic appeal. Features such as intuitive smartphone integration with COMAND online, high performance LED Headlamps and Dynamic select, have taken driving to the next level. Are you ready?

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Cars, people, scoops, motorsport, analysis: the month according to *TopCar*

New E-Class: dripping with tech
This smart Merc is taking over, helping drivers to see, steer, change lane and, in this case, brake. Automatic Active Brake Assist now gets a cross-traffic function: it widens the sensor array's scope to prevent you pulling out in front of other traffic at junctions, and slows you down when closing on stationary traffic.



Pre-Safe blows up

'Pre-Safe' is Mercedes' term for the tech that tries to save you beyond the point of no return – bracing the car and occupants for impact. Even this gets a fluffing for the new E, though. 'Pre-Safe impulse side' instantly inflates the front seat bolster closest to the impact, pushing the passenger further away from the smash. 'Pre-Safe Sound' meanwhile emits a specific sound through the hi-fi, not to warn you but to prepare your ears for the noise-shock of the crash.

New E-Class: the quiet revolution

Mild-looking yet astoundingly clever? It's either Brian Cox or Merc's tech-laden new saloon.

By CJ Hubbard



What do you mean 'you want to know about the engine'? You're so old-school! It's a 143kW 2.0-litre diesel. Now back to the tech...

Don't Be fooled by the looks – the new Mercedes E-Class saloon may have the appearance of a current C-Class with middle-age spread, but beneath that same-again form lies the pulsating promise of digital proto-sentience. For this is the car that Mercedes hopes will be an important stepping stone along the path to autonomous driving, and it is absolutely loaded with technology.

But first, what about those looks? Talk about taking a leaf out of Audi's book! It's already difficult enough to tell a C-Class from an S-Class at a distance, so we were already in danger of becoming immune to the considerable charms of this particular form. Still, extending the wheelbase 65mm to 2939mm increases passenger space, while extending the overall length by only 43mm (to 4923mm) shortens overhangs. With active shutters in both front grilles an aero value of 0.23cd leads the executive class, just as the expanded use of aluminium and ultra-high-strength steel reduces weight and increases rigidity.

Continuing another trend, some buyers will bemoan the now terminal disappearance of the bonnet-mounted three-pointed star – no longer will you be able to stare through the emblem like a gunsight as you home in on slower moving traffic.

Either side of the grille lurk new multibeam LED headlights, which deploy no less than 84 individually controlled 'high-performance' LEDs – enough to deliver fully adaptive high- and low-beam illumination without using any kind of mechanical assistance. The car simply switches various LEDs on and off instead, a world first. Optional 'stardust effect' taillights use special reflectors to glow like the Milky Way or 'a jet engine'.

On the inside, LED-fired ambient lighting brings a choice of 64 colours, but even this can't match the wow factor of the dual 12.3-inch displays, butted together under a single piece of glass. Okay, so they too are optional, and replicate the interior look of the S-Class, but as a means of underlining the new E's technological emphasis they sure are pretty. The driver can choose from Classic, Sport and Progressive instrument designs on one, while the updated infotainment interface on the other claims simplified logic. There's no gesture control, but there are now direct access switches for the air-conditioning and certain ▸



Imax interior
Although it's not entirely original, the inside of the new E-Class is at least more interesting than the outside. Highlight is the dual 12.3-inch widescreen display option, imported from the S-Class. Sitting side-by-side beneath a single panel of glass, this adds the class that the 64-colour LED ambient lighting steals away. Trim choices include open-pore and 'yachting-look' woods and a 'woven metal' finish. The rear seatback has a 40:20:40 split-fold option.

Evasive steering
Apparently most people don't steer enough when suddenly forced to take emergency avoidance action – Evasive Steering Assist is here to help by torquing the wheel enough to dodge that unexpected in-road object.

driver-assistance systems, and the steering wheel gains 'Touch Control' buttons you can swipe like a smartphone.

Early adopters won't get the full engine choice, as only a single petrol and two diesel options are available at launch – E200, E220d and E350d with six-cylinders and 190kW. The middling E220d is an all-new 2.0-litre unit, replacing the previous 2.1; with variable geometry turbine, 143kW, 400Nm and a nine-speed auto as standard it propels the E-Class from 0-100kph in 7.3sec, returns over 4ℓ/100km and emits just 102g/km CO_2. Mercedes says it's also 'exceptionally refined'. Three more petrol variants: the E250, E400 and E450 will follow later, as will the top-dog E63 AMG S with twin-turbo V8 power rumoured to be in the region of 447k. It's understood but not confirmed that 4Matic four-wheel drive is coming to right-hand drive markets in 2017, too.

The E-Class comes with a conventional steel suspension set-up, but there is an optional upgrade to all-round air suspension, unique in this class. Paired with adaptive damping, this multi-chamber system's adjustable ride height and Dynamic Select handling is the closest the new E comes to sportiness, at least until the proper AMG models arrive.

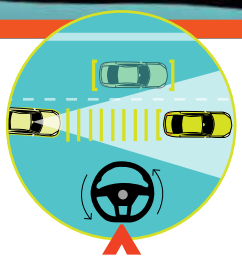
But you sense being sporty wasn't Mercedes' highest priority here, given that when fully equipped the new E-Class is happy to do most of the steering for you at up to 210kph, can negotiate road works without your assistance at motorway speeds, and will even change lane at the mere press of the indicator (assuming owners are able to find it). Add remote parking, the world's first fully integrated Car-to-X communication system and the option to use your smartphone as the key, and suddenly the BMW 5 Series and Jaguar XF seem as up-to-date as the brontosaurus. The new E-Class launches internationally in March, from there it will go on sale on local soil in late June / early July with pricing still to be confirmed. tc



That it looks like a pumped C-Class is no criticism. This is an elegantly understated bit of car design

Drive Pilot: what it does

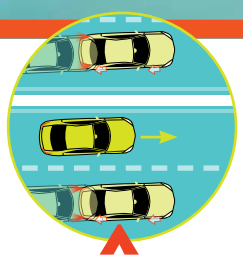
'Piloted driving' is German for autonomous tech – so you can guess where the E-Class's Drive Pilot package is heading. It isn't quite 'look ma, no hands!' to the max yet, but it is a big step in that direction, incorporating a suite of complementary radar and camera-based systems that mean the meat sack behind the wheel can relinquish control to a greater extent than in any rival.



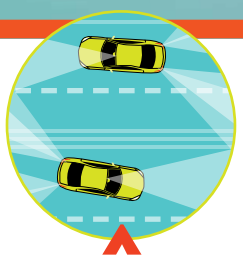
Starting with Distance Pilot Distronic, this effectively 'locks on' to the car in front, and then follows its every move all the way up to 210kph. Autonomous tailgating? Not quite, since the radar will maintain a minimum safe distance. Of course.



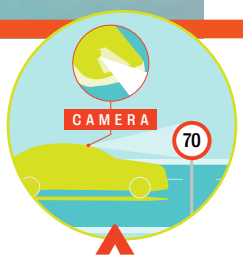
Steering Pilot is an element of the Distance Pilot that enables you to go hands free for short periods – even on 'moderate bends'. Like all such systems you still have to give the wheel a reassuring caress every so often. For now.



Where regular line markings are missing – during roadworks, for example – 'swarm' logic tracks and analyses the surrounding vehicles for guidance. Some Audis already do this, but only up to 60kph. The E-Class can swarm itself along up to 130kph.



Still not impressed? Like the latest Tesla update, the new E-Class can change lane all by itself. Cutting edge, or a big conspiracy designed to make German executive saloon buyers use their indicators? (It's activated by the putting the blinkers on for 2sec.)



After that, the Speed Limit Pilot sounds rather tame; it merely auto adjusts the cruise control to make sure you comply with the law, using either camera-scanned road signs or sat-nav data. Active lane keep assist and blind-spot monitors are also available.

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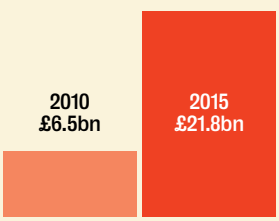
JLR: the map to 1 million sales by 2020

Even with the success Jaguar Land Rover has had this decade, one million cars would mean doubling in size – again!

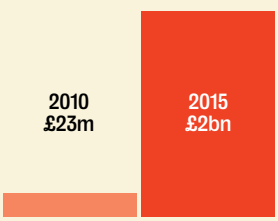
By Phil McNamara

JAGUAR LAND ROVER has been surfing a wave of growth and positivity these past few years. Nonetheless, 2015 looks like a stepchange year. The company announced plans for two new factories, cranked up serious production in two more, invested to double engine production and revealed plans to return to racing. While a slowdown in its key market – China – hit earnings and sales, record US, European and UK registrations propelled JLR to an unprecedented volume of 487065 vehicles. While officials are cautious to avoid saying so publicly, JLR has laid the foundations to break the 1m car barrier by 2020. That would see the company doubling in size, for the second time in a decade. Here's the blueprint underpinning a potentially huge success story.

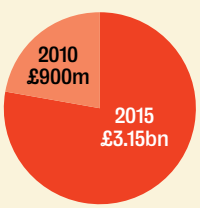
THE GROWTH NUMBERS



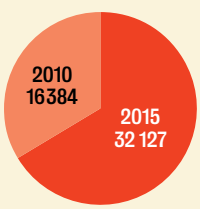
Revenues



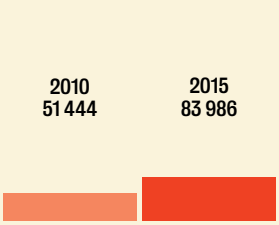
Profit after tax



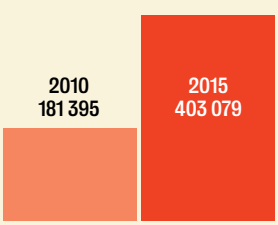
Product development spend



Headcount



Jaguar sales



Land Rover sales



I54 WOLVERHAMPTON

For 12 years, Ford supplied JLR's four-cylinder engines, until this plant opened in the county of Staffordshire. It made around 60k diesels in 2015; a petrol is due this year. And JLR is doubling investment to £1bn; expect that money to pave the way for six-cylinder versions and hybrids. **ESTABLISHED 2015**

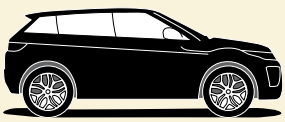
NEW CARS IN THE 1M PUSH



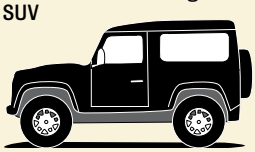
JAGUAR F-PACE (2016)
Handsome crossover is poised to become Jag's best-selling model as it surfs the global SUV craze



DISCOVERY (2016)
Big seven-seater arrives in the autumn; switches to aluminium and less boxy look



RANGE ROVER 'X3' (2017/8)
The X3-sized gap in the Range Rover line-up will be filled with an aluminium, adventurous-looking midize SUV



DEFENDER (2018)
New, lightweight Defender to come with two wheelbases, five or seven seats, multiple bodystyles, hose-down basic and luxo versions

ITATIAIA, BRAZIL

JLR putting the finishing touches to its first solely owned plant outside the UK, vital to avoid crippling import taxes; Evoque and Disco Sport assembled from parts kits. 24 000 capacity to remain theoretical for a while, as the Brazilian market is tanking . **COMING 2016**



Inside Solihull's final assembly two, JLR's first multi-brand line

THE FACTORIES

HALEWOOD
Workforce has tripled as £500m spent bringing out Evoque and Disco Sport. With China and Brazil taking up slack, there's capacity for this year's Evoque cabrio
ESTABLISHED 2001

CASTLE BROMWICH
New, £320m aluminium bodyshop came on stream in 2015; plant can switch between the XF, XJ and F-Type
ESTABLISHED 1977

SOLIHULL
Once an antiquated joke, the Defender's former home now features Europe's largest aluminium body shop and a new, second assembly hall, where the Range Sport goes down the same line as the XE and F-Pace Jags. £1.5bn invested since 2010.
ESTABLISHED '45, REBUILT 2010-14

CHANGSHU, CHINA
With its paintshop, bodyshop and aluminium facility, JLR and partner Chery are now poised to make inroads in the world's biggest (though slowing) car market. Jag XF should join the Evoque and Disco Sport in production this year; capacity is 130 000 units.
ESTABLISHED 2014

GRAZ, AUSTRIA
JLR has annexed capacity at the Austrian plant run by Tier 1 supplier Magna Steyr, 'to build some future vehicles'. We're expecting an all-electric Jaguar SUV to be in there by 2018. Think of it as a flexible release valve for British plants that are pretty much bulging at the seams.
COMING 2017

NITRA, SLOVAKIA
The big one: work on JLR's first European manufacturing plant outside the UK starts in 2016, with an initial 150k capacity. Why Slovakia? Lower costs, and VW, PSA and Kia factories have created a supplier base. Good distribution links to promising eastern markets too. Expect it to build two models, including a new Land Rover – maybe Defender.
COMING 2018

PUNE, INDIA
India is Tata's home, but posh saloons niche in a market of low-cost cars and mopeds. Pune makes a few thousand XFs, XJs and Evoques a year, but it's primed for India's take-off.
ESTABLISHED 2011

THE FACTORIES THAT TATA BUILT

- PRE-DATES TATA
- NEW FACILITIES ON STREAM
- NEW FACTORIES IN CONSTRUCTION

AND THERE'S MORE...



JAGUAR RACING
Jaguar is seeking to write a new chapter in global motorsport, when it joins the Formula E electric race series in autumn 2016. The programme will help JLR develop and test battery and motor technology, in parallel with engineering battery-electric road cars
(See p96 for more)



SPECIAL VEHICLE OPERATIONS
Established in 2014 as JLR's answer to AMG, the high-performance division is moving into a bespoke HQ. There'll be a customer commissioning suite, a sophisticated paintshop capable of bespoke colours, and engineers cooking up the next wave of extreme Jags and Land Rovers, plus heritage side projects



In the moment

Driving on two wheels (with 16 passengers)

How stunt-driving maestro Terry Grant side-wheelied his way to a world record

01

‘I had the easy job’

‘We needed 16 passengers in the car to get the record [for the most number of people in a car on two wheels]. My team worked out how and where to put everyone [including five people in the boot]. I just concentrated on what I had to do because I didn’t want to get distracted. I have the easy bit, the driving!’

02

‘I can’t see where I’m going’

‘Rain made the aluminium ramp slippy, so sliding off it is a big worry. Once I’m up I can’t see anything to the left hand side, or most of what’s in front of me; I can only see a bit directly ahead and off to the right. Everything else is blind. So I kind of have to remember everything.’

03

‘The worst thing that could happen is...’

‘The biggest fear is someone falling into the steering wheel, because we’ll go over, or go back down [onto four wheels]. So I made sure the front passenger leaning across the dash was really wedged in. Worst thing that could happen is I put it on its roof – not a great advert for me, or the car.’

04

‘There’s no rollcage’

‘The car is absolutely standard, a brand-new, stock Range Rover Sport SVR. There’s no rollcage. The tyres are pumped up to around 560Psi of pressure, rock-hard. There’s a massive amount of force on the tyres, on the suspension, on the steering, on the car in general. Imagine the weight of 17 people! It’s colossal.’

05

‘I had to put it down hard’

‘Sometimes I can bring the car down really gently. This time it was quite a hard hit, because with all that weight it wouldn’t have gone round the next corner in the wet. I didn’t want to risk anything, and I knew we’d got the world record, so I took the safe option.’

06

‘It was easier last time’

‘When I did it before [he pulled off the same trick with 15 people on board a Nissan Juke(!) in 2014] it was in sunny Barbados. This time, in London, was harder, because of the car’s size and weight, and the wet surface. Still, it was snowing in the morning, so rain was a big improvement.’

INTERVIEW: JAMES TAYLOR

The next big things by Peugeot Citroën's boss

Carlos Tavares on the progress of his great turnaround plan, why Peugeot is better than the Germans and how DS can do an Audi and become a premium success

CITROËN NEEDS TO be different, and of our three brands, has the widest scope for innovation. The C4 Cactus is not a mainstream car. It's fresh, polarising and rewarded for being different. It's successful and profitable. Citroën is a smart, humanistic and optimistic brand. I need to let them do what they feel is good. They're going in the right direction.

> **Peugeot** is quite a German brand – well engineered, well manufactured, elegant, not showing off. They are at the upper end of the generalist brands. We shouldn't forget that Peugeot was born in eastern France – near the German border.

> **We want to** make PSA less reliant on Europe and more international. Ironically, we now see Western Europe growing [last year it was the world's fastest growing major car market] and China and many other promising 'developing' markets such as Brazil under-perform or drop. Life is full of surprises... But it doesn't affect our plans. If we want to be protected from sudden sales shifts the only answer is to 'go global' so you can level off the peaks and troughs of individual markets. That is why our direction is to become even more global.

Carlos Tavares: 'Some think our tech is behind the Germans. That's not true'

> **With DS Automobiles**, we're trying to bring French luxury to the automotive world – in artistry, style and craftsmanship. We'll introduce as much technology as we need, but absolute technical innovation is not the angle [unlike the old DS]. DS is already profitable. We're not pushing volumes because that can hurt residuals and margins and that's disastrous for premium brands.

> **It'll take 30** years for DS to be a successful premium brand. That's how long it took Audi. How do I define success? We currently sell DS's for 10-12% less than equivalent Audis. Success is partly about matching their transaction prices.

> **If our full** year results are as good as our half year results [€571million net profit, or R1.04billion, PSA's first half year profit since 2011], then I think we'd say our 'Back in the Race' turnaround plan is complete. But life isn't that easy. So far we've had tail winds, like low oil price, favourable currency exchange rates and a surprising rebound in the European market. Maybe that will now change to headwinds.

> **We were slow** to get into SUVs and we still have fewer cars than we'd like. But I'm optimistic. New cars are in the pipeline and they're outstanding. We are catching up fast with SUVs and crossovers. We've launched the DS4 Crossback and the Aircross Citroën concept. That problem will be solved.

> **The disadvantage of** being a French carmaker is that in the mind of some consumers our technology is behind the Germans. That is not true. If you look at the ADAC statistics on breakdowns, for example, you'll see how we compare with the Germans, and our rankings are as good, sometimes better. Nobody has a monopoly on discipline and rigour. I'd like to combine the Latin creative mindset with German rigour. On the positive side, we are usually regarded as more artistic and stylish. tc

INTERVIEW BY GAVIN GREEN





Thinking, caring, driving 5 ways your 2020 car will help

CJ Hubbard sifts through the imagination-busting technologies previewed by BMW and VW at the 2016 Consumer Electronics Show

It drives for you

The BMW i Future Vision concept at CES 2016 explores what it might mean to balance future automotive tech against the primary directive of driving machine, showing off a high-res head-up display and a minimalist interior that changes depending on the driving mode. We aren't talking Eco and Sport here – rather the difference between the driver being in control and fully autonomous motoring. In the latter, the steering wheel shrinks away to give occupants more space and the seats change profile to make viewing the 21in panoramic display screen more comfortable; in the former what's shown on that screen is reduced to the essentials for getting your back-road groove on. Meanwhile the head-up display is so comprehensive it's approaching true augmented reality. Not only will it highlight your route on the road surface ahead it will give you optimum speed values for every curve, warn you of upcoming hazards such as rockfalls and even hidden vehicles up ahead – meaning you can apex that blind bend confident there's nothing coming...





The BMW of the future: steering wheel changes colour to blue to show the car is in charge

It gets what you mean

BMW and VW both demonstrated next-gen gesture control at CES. 'AirTouch' in the i Future Vision even has depth perception so you can use it like a *virtual* switch. Still want to feel something? Try the touch-sensitive surfaces on the steering wheel and hidden beneath the leather on the centre console.

It looks behind for you

Long the wet dream of many a car designer, cameras and screens now seem certain to replace conventional mirrors as soon as regulations allow. These 'e-mirrors' take the form of low-drag pods on the outside, while interior rear-view screens create multi-camera composite images to eliminate blindspots behind you. Plus they look cool.

It's got your back

Theory goes that even your toaster will have access to the internet soon, as will your car. This is less on-board cat videos and more smart home functionality, using iDrive apps or BMW's 'Mobility Mirror' concept, which activates your car the moment you pick up the key, and relays your daily calendar and traffic info to make you leave home in good time. Further integration opportunities include remote access to the car's cameras, and vice versa, allowing you to see who's ringing the doorbell while you're out and get an alert (along with video evidence) if someone bumps your wheels in the car park. We draw the line at VW's suggestion the car could have its own Twitter account.



Connect 4

MERCEDES ROADSTERS

Same old same old? We explore the heritage of Merc's 'new' SLC roadster



What's my name again?

Mercedes SLC (2016)

Sadly SA won't get the new entry-level 1.6-litre turbo version of this born-again SLK, but we do get the new 270kW AMG V6. Dynamic Select driving modes, optional handling package and sports exhaust promise extra thrills, new name aligns refreshed model with C-Class. On sale mid 2016.



Heavy metal hardtop

Mercedes SLK (1996-2004)

The new SLC's most direct progenitor is the original SLK. Launched 20 years ago, this was also the first Mercedes to feature a folding metal hardtop. Built to be Sporty, Light and Kurz (short), we guess two out of three ain't bad – with it's old-school recirculating ball steering it was never great to drive.



Oi, grandad!

Mercedes SL(C) (1971-1989)

The premier owner of the Mercedes SLC moniker was actually the coupe version of the R107 SL convertible. On sale for a decade, this slightly awkward-looking four-seater fixed-head had an unlikely side-line as a rally car, while its drop-top version remains Merc's longest-lived model after the G-Class.



Downsizing is nothing new

Mercedes 190 SL (1955-1963)

A blatant effort to cash in on the period cachet of the superstar 300 SL, the more affordable 190 SL had similar looks but ditched the spaceframe chassis for a cut-down saloon platform. Merc also lopped a couple of cylinders off the 300's 3.0-litre straight-six to create the 190's 1.9-litre four.

Incoming

Motor show highlights that got our blood pumping in the Motor City

Audi A4 Allroad

Audi's new A4 Allroad quattro has bowed in at Detroit – giving the regular A4 Avant a butch look and an extra 23mm hike in ride height to make it look like it's on its tippy-toes for all-important soft-roader cred. There are the usual Allroad bolt-ons: flared and plastic-clad wheelarches to give an SUV vibe, Allroad badges liberally applied and quattro four-wheel drive is standard across the range. 2.0 TFSI and TDI models will be available at international launch, with 3.0 TDI available in two states of tune: 162kW and 202kW, the latter capable of a 0-100kph gallop in just 5.5sec. In line with the new A4 saloon range, the Allroad is around 90kg lighter than its predecessor – all the better for performance, emissions and handling. It's rated to tow up to 2100kg, so it'll be perfect for those horsebox-towing types too.





VW Tiguan GTE Active concept

The centrepiece of Volkswagen's stand at Detroit was this, the butched-up VW Tiguan GTE Active concept. With aggressive 245/70 mud-plugging tyres and a skyscraping ride-height, it's quite possibly the meanest-looking new Tiguan you'll see (due in SA in October). Look past the off-road add-ons and you'll find plenty of production-relevant tech, not least its plug-in hybrid powertrain. There's a particular focus on promoting environmentally friendly technology in Volkswagen-land at the moment, after all the #dieselgate fuss. Its hybrid drivetrain is closely related to that of the VW Golf GTE, combining a 1.4-litre turbocharged four-cylinder petrol with two electric motors, one on the front axle and one at the rear, enabling the GTE to switch between front-, rear- or four-wheel-drive modes. The total system power is around 162kW, and with all three power sources engaged VW claims a 0-100kph time of 6.4sec. A 12.4kWh lithium-ion battery positioned under the boot floor powers the motors, and since the GTE is a plug-in hybrid, it can be pre-charged via the mains as well as partially recharging via the engine and front electric motor while on the move. Electric-only range is 30km, and VW quotes a total driving range of 900km from a full tank. Aside from the off-road enhancements, the concept also gives us an early look at VW's next-generation infotainment system, centred around an enormous 9.2-inch touchscreen with gesture control ability, along with a digital instrument panel and a head-up display. The 'real' Volkswagen Tiguan launches in Europe later in 2016 but we've already seen a test mule tooling around Cape Town.

Infiniti Q60 Coupe

Meet Infiniti's second-generation two-door sports coupe - the Q60. Measuring 4683mm long, 1385mm tall, 1850mm wide and sitting atop a 2850mm wheelbase, it's longer, lower and wider than the current Infiniti coupe. Retaining many design elements of the Q60 concept that preceded it a year ago, there are strong muscular lines over the bonnet/C-pillar and Infiniti's typically prominent grille, accompanied here by a pair of slender LED accented headlights and L-shaped fogs. And of course there's the signature crescent-shaped 'kink' at the bottom of the C-pillar, just in case you weren't sure this was an Infiniti. The range topping Q60 is a 3.0-litre twin-turbo V6 from Infiniti's brand new 'VR' powertrain family (effectively a downsized Nissan GT-R engine), responsible for 298kW and 475Nm in top tune. Below that a more conventional Mercedes-Benz-sourced 2.0-litre turbo is also available with 155kW and 350Nm of torque. Drive is sent to the rear wheels via a seven-speed transmission with Adaptive Shift Control. Infiniti says the Q60 features something called Dynamic Digital Suspension, which they say offers best-in-class handling and agility, combined with ride comfort. The tech fest, including second-gen adaptive steering and Drive Mode Selector should make this an enticing alternative to the C-Class Coupe and BMW 4 Series.



Lexus LC 500 Coupe

As if to drop a bombshell all over the Detroit motor show, Lexus pulled the covers off its bold LC500 Coupe, a dashing two-door four seater inspired by the critically acclaimed LF-LC concept of 2012. Size wise it's a bit wider and shorter than a BMW 6 Series but with a longer wheelbase. It's built atop an all-new rear-drive platform Lexus is calling GA-L. Featuring high-strength steel, carbonfibre and aluminium sections it uses all materials available to create a production-viable, lightweight yet rigid bodyshell. Lexus says it's stiffer than the LFA even. Forget the hybrid V6 of the 2012 concept, the production LC 500, just as the nomenclature suggests, features a 5.0-litre V8. Shared with the RC F and GS F, it produces 351kW and 530Nm. It may not pack the wallop of the turbo engines in this class but Lexus says nat-asp V8s deliver linear response and a distinct aural signature, and who can argue against that. The transmission is a newly developed 10-speed automatic developed in conjunction with Aisin and it will sprint to 100kph in 4.5sec. Good on ya, Lexus!





Nisan Titan Warrior concept

Nissan used Detroit to add some super-sized muscle to the America-only Nissan Titan XD pickup. Called the Warrior concept, the truck – and who can argue against calling it a truck – pays tribute to Nissan's heritage of off-road racing. To this end, Nissan raised the ride height by three inches and widened it by three inches as well, while mounting 37-inch off-road tyres on custom alloy wheels. Then there's the massive grille and headlights, flared front and rear fenders to give the truck more menace and quad-tipped exhausts at the rear. In case you're wondering, this Warrior is powered by a Cummins 5.0-litre V8 turbodiesel sending its power through a heavy-duty 6-speed Aisin automatic transmission. Want one in SA? So do we...

Audi h-tron quattro concept

Audi showed off its latest fuel cell technology with this, the h-tron quattro concept. Packing 5th generation Volkswagen Audi Group fuel cell technology it features a 110kW nose-mounted fuel cell and an on-board, on-demand power boost of 100kW supplied by a lithium-ion battery. Peak torque is a hefty 550Nm, so it'll most likely perform like a responsive diesel-engined SUV. The batteries power two electric motors, one on each axle, granting the concept four-wheel drive. Audi say the 0-100kph sprint is dispatched in less than 7.0sec, while the h-tron is electronically limited to 200kph. If you somehow found it in your possession and lived near a hydrogen station to fill each of its three hydrogen tanks, the h-tron concept would take you 600km before needing another refuel. The concept also benefits from a solar panel-covered roof, which further improves efficiency.





Hyundai Ioniq

It's Hyundai's new Ioniq eco car and it's the Korean firm's answer to the Toyota Prius, but it comes with a twist: the Ioniq, where sold, will be available as an all-electric vehicle, a plug-in electric vehicle and a hybrid. No performance or price details just yet but Hyundai says offering all three power unit types within a single bodystyle will be an industry first. The Ioniq's basic shape is similar in profile to the aerodynamically efficient wedge made famous by the Prius – though Hyundai is going big with a more attractive design. There's the current Hyundai family hexagon grille up front, with blue and white colouring integrated around the headlights to differentiate it as an electric model. The name is a portmanteau of the words ion and unique, both referencing the new car's singularity in the Hyundai range. Well, that what it says on the box anyway.

VW BUDD-e concept

Cute and cuddly looks housing advanced technology, and not a TDI badge in sight; the electric Volksie bus of the future promises a lot





Not so much an interior as a modular space to invite friends for a get together



Ever fancied a classic Volkswagen campervan but not been able to stomach the thought of dealing with that archaic flat-four and ever-present threat of rust and spontaneous combustion? Fear not, Volkswagen may have the answer. The new BUDD-e, revealed at the 2016 Consumer Electronics Show, is likely a look at the new 'Microbus', set to go on sale in 2017.

VW's retro-styled BUDD-e concept is underpinned by the company's new Modular Electric Toolkit platform, dubbed MEB. It's got two motors, four-wheel drive and packs a 101kWh battery that gives it a claimed range of around 500km. The BUDD-e is the first concept to utilise the new platform, which offers a host of benefits. It also boasts a range of advanced gubbins, including seat-specific voice controls.

The MEB platform is a big change for VW. Whereas its production electric cars to date have been conventional models retrofitted with electric motors and battery packs, the MEB is designed with electric power in mind. Consequently, it's more appropriately configured, with the batteries below the floor and compact drive units at each end. This boosts interior space, both for passengers and luggage, while its modular nature makes it easy to adapt for different body styles or powertrain layouts.

With an electric motor on each axle, it also benefits from four-wheel drive, making it more appealing to many a buyer and better suited to tougher terrain (read the Third World). VW has revealed a top speed of 155kph though no 0-100kph times – but you can expect it to be pretty swift off the mark.

The 101kWh battery reputedly grants the BUDD-e a good cruising

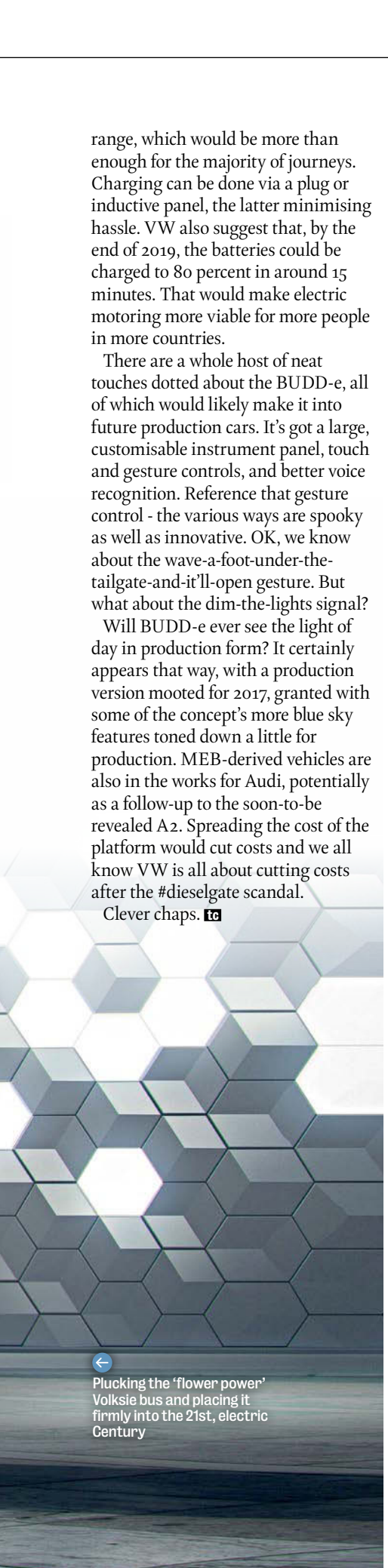


range, which would be more than enough for the majority of journeys. Charging can be done via a plug or inductive panel, the latter minimising hassle. VW also suggest that, by the end of 2019, the batteries could be charged to 80 percent in around 15 minutes. That would make electric motoring more viable for more people in more countries.

There are a whole host of neat touches dotted about the BUDD-e, all of which would likely make it into future production cars. It's got a large, customisable instrument panel, touch and gesture controls, and better voice recognition. Reference that gesture control - the various ways are spooky as well as innovative. OK, we know about the wave-a-foot-under-the-tailgate-and-it'll-open gesture. But what about the dim-the-lights signal?

Will BUDD-e ever see the light of day in production form? It certainly appears that way, with a production version mooted for 2017, granted with some of the concept's more blue sky features toned down a little for production. MEB-derived vehicles are also in the works for Audi, potentially as a follow-up to the soon-to-be revealed A2. Spreading the cost of the platform would cut costs and we all know VW is all about cutting costs after the #dieselgate scandal.

Clever chaps. tc



Plucking the 'flower power' Volksie bus and placing it firmly into the 21st, electric Century



DAKAR DEBRIEF

This year's edition of the world's toughest off-road race, as lived by Toyota's man in Argentina. By **Waldo van der Waal**

500 WORDS TO share some insight as a member of the Toyota Gazoo Racing SA team that took part in this year's Dakar? That's too many. I can sum the entire thing up in just one line:

There's a lot more to the Dakar than you saw every evening on SuperSport. Trust me, this is a race with so much lore and legend that it makes Lord of the Rings look dull. Yet it is also a race that is so accessible that a veritable mass of South Africans descend upon it each year, including the outfit I worked for in 2016. Not that it is cheap or easy to take part, mind you. The Dakar is, essentially, a business rather than a race. And as such it is money that makes the wheels on the cars go round and round. And if you have enough money you can pretty much do what you want at the Dakar. It is run by the Amaury Sports Organisation (ASO), who also run the Tour de France. And if this gives you a slightly uneasy feeling, your instincts are spot on, because wherever the ASO is involved, some form of controversy isn't far behind. Even so, it is very difficult to be overly negative about one of the greatest spectacles on planet earth.

This year the route took us from the Argentine capital of Buenos Aires, all the way north over the border and up into Bolivia. There we circled the famous salt pan of Uyuni and nipped back to Argentina for the finish. Just shy of 10000 km in total, over a period of two weeks. Those who followed the race will know that Peugeot scared the crap out of everyone else, when first nine-times world rally champion, Seb Loeb, and then King Carlos Sainz, set the early pace. In the Toyota camp, the mood bordered on panic, as the race left the alleged safety of the lowlands of Argentina, and headed into the dizzying heights of Bolivia. The Hiluxes were supposed to be strong at low altitude, and struggle for air up on the *altiplano* near Uyuni. But as Dakar veteran Giniel de Villiers put it: 'This isn't a race that you can go and chase. You've got to wait for it to come to you. Be patient, be fast, but above all, be consistent.' And Giniel knows a thing or two about being consistent. He's only finished outside the Top 10 once in his 13 Dakars, and wasn't about to add to that number. So in the face of a seemingly insurmountable French onslaught, from both the Peugeots and the somewhat dodgy rules set out by the ASO, the boertjie from the Cape prevailed yet again. Together with navigator Dirk von Zitzewitz, he put the homegrown Toyota Hilux on the Dakar podium and frantically waved the South African flag. And all around the world, wherever South Africans were gathered around laptops, TVs or cellphones, fists were pumped, backs were slapped and beers were downed. Yes, Gielie had come through again, and as a nation we have every reason to be proud. Oh, and did I mention that Leeroy Poulter and Rob Howie pegged fifth place in the sister car to Giniel's Hilux? Or that Brian Baragwanath finished third in the quad category? I didn't? Well, now I did – even more reason to puff your chests and wave your flags!



Gavin Green

THE VOICE OF EXPERIENCE

‘Citroën in the ’50s, like Apple in the 21st century, was on a mission. Now it’s part of the mainstream’

THE BEST THING on the DS Automobiles stand at any motor show is, invariably, the old DS. It was true at the Frankfurt show last year and it will be true at Geneva next month.

It is also true of the grand DS World emporium that lures passers-by – like a glitzy Louis Vuitton store – just off the Champs-Élysées. The 50-year old DS reposing elegantly on the upper floor is like a Picasso canvas alongside a C4 Picasso: one a work of genius, the other a nicely executed marketing opportunity.

While the new DSs that tempt car buyers at shows and stores may be finely finished, sharply styled, nicely trimmed and available with myriad paint and upholstery combinations, the old DS stands as a symbol of a grander *belle époque*, when Citroën sought – Steve Jobs like – to change the world, rather than merely find a convenient slot in the status quo. Citroën in the ’50s, like Apple in the early 21st century, was on a mission. Now, it is merely part of the automotive mainstream, still occasionally sparkling.

You can’t really blame PSA, owner of the newly independent DS Automobiles marque (and of Peugeot and Citroën). After all, if CEO Carlos Tavares tried to rally shareholders with talk of reinventing car suspension, redefining aerodynamics, revamping steering and brakes, and releasing the most technically avant-garde experience in the premium car sector, he’d probably get as many cheers and high-fives as Tim Cook would promising to relaunch the Apple Newton.

No longer do Citroën, or PSA, have the appetite to revolutionise cars. Its glory days, possibly like France’s, are in the past. The world’s car industry and we consumers are the poorer for their diminished audacity. This is not to say that we should pour scorn on PSA’s and DS’s attempt to muscle in on that almost exclusively German premium car club. They are a very welcome addition. Just as Jaguar Land Rover, Volvo and Lexus all grow, and offer a distinctive non-German flavour, so a new French rival offers a cheerful alternative.

Though none of the current DSs is class leading, upcoming cars will undoubtedly be better, and may be genuine and appealing rivals to Audis, if not perhaps the finer BMWs. Stand-alone style is promised, always different from Citroën. Plus DS Automobiles is thinking long term, a rare quality in the car business. PSA boss Tavares says it will take 30 years to succeed in the premium car sector, suggesting both patience and planning.

A quick visit to Paris, to interview new DS Automobiles CEO Yves Bonnefont, revealed that his goal is to offer comfortable and refined alternatives to firmer riding and more aggressively styled German cars, a noble vision. New DSs will offer class-leading personalisation and, says Bonnefont, sector-best connectivity. These are achievable goals, particularly as the Germans have different priorities, and more affordable than trying to do a 2020 version of the original DS.

It’s intriguing that a nation famed for luxury goods – from Louis Vuitton to Hermès, from Krug to Chanel – no longer has its own luxury car label, if we exclude daft tiny-volume Bugattis, which are now remorselessly German in their ugliness and their technical irrelevance.

It’s intriguing, but not surprising. The French, unlike the British and Germans who dominate premium car making, are remorselessly rational in their car buying habits, which is why they were at the forefront at innovating MPVs and hatchbacks. It is why the great French cars are invariably brilliantly functional, from Renault 4 to 2CV, from Citroën H Van to first Espace. The classic DS was no vanity car: it was a machine of genius and logic.

France’s focus on rationality was why its car makers missed the swing to SUVs, the least logical automotive trend of the past two decades. French buyers are also less attracted by badges and ‘brand’ than other status-conscious nations, like us. They spend their money on good clothes or superior wine, which is far more sensible. It is therefore easy to see why the French have – until the DS brand – ignored the premium phenomenon (now further fuelled by status seeking Chinese, Russians and Gulf State Middle Easterners).

But – hark! – there is a new premium car brand that prioritises tomorrow’s world tech! That yearns for futuristic space-age design, and offers a totally different driving experience. Which has produced probably the two most outstanding new cars of the past 24 months. Behold BMW i! The DS of the 21st century. tc





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Dieter Rencken

THE F1 CRITIC

Doping, betting and match-fixing in F1? Surely not. Still, Jean Todt *has* ordered an audit…

DURING A RECENT interview with FIA president Jean Todt this column popped the question as to whether he was confident motorsport's governing body could not be tarred with the same brush that recently tainted FIFA, the IAAF and world tennis.

'Unfortunately some global sporting organisations have been facing some problems, and I can only [feel] sorry for them,' the Frenchman said after reflection. 'Am I comfortable about the way our organisation is structured and run? Yes, I am, and I'm very proud of all the people involved with it.'

His critics – and he has many, particularly amongst the non-French contingent – could say 'He would say that, wouldn't he,' but, before that thought could crystalise, he continued: 'Saying that, I feel if you are aiming for excellence, then you can always try to do better. I have asked a specific audit company to have a look at our organisation, and if they feel they can advise on some improvements, then I'm very happy to take them on board.'

This is indicative of the way Todt, now well into his second (four year) presidential term, runs the FIA, and his response is exceedingly good news for motorsport fans across the world, who thus have reassurances that they need not defend their chosen sport during pub arguments or across dining tables.

The biggest reassurance, though, is that what Todt said is fundamentally true, for, unlike most other sports, the FIA has leased out the commercial rights to its championship properties, and does not benefit one iota from any business dealings save for income from the sale of said rights.

Thus Formula One Management, majority owned by British venture fund CVC Capital Partners, is headed by CEO Bernie Ecclestone – and if there were a ticket scam, the FIA is uninvolved, so much so that even Todt's paddock pass is issued by FOM. The World Endurance Championship is managed by the ACO (Le Mans promoters), and world rallying by a consortium consisting of a TV company and media house.

Where FIFA promotes its own cups and contests, the FIA merely administers its championships, with commercial rights holders – working in conjunction with race promoters – deciding on calendars, ticket prices and suchlike. FOM (or equivalent) receives a hosting fee from each promoter, who in turn pockets the gate. Thus the FIA is at arms-length.

On the doping side there is no record of performance enhancing drug usage simply because for every faculty these may 'improve' they impair another, and no true racer is prepared to take such risk at 300kph. In addition the FIA reserves the right to make unannounced visits – there are reports of drivers having been woken at 05:00 – to demand bodily fluid samples. This alone acts as powerful deterrent.

There have been isolated instances of recreational drug use – two cases over the past ten years involved tail-enders – and both were summarily banned. The reason is simple: Where drugged athletes may stumble about without being of danger to anyone bar self, the consequences of spaced-out F1 drivers aren't even worth contemplating…

Cricket and, more recently, tennis have been hit by betting and fixing scams, and while it is true that considerable amounts ride on grands prix, there has never been a whiff of scandal given that every steering or pedal input is recorded, and made available to the FIA upon request.

Where tennis players may 'erroneously' hit balls out and fluff services, cricketers fumble catches or athletes stumble, all actions by drivers are logged and can be analysed for years afterwards. Think Renault's 'Crashgate' scandal in 2008 – when allegations were made 10 months after the fact, the team's own data was used to secure conviction.

In Monaco 2006 Michael Schumacher's data was crucial in convicting the German of deliberately sabotaging championship rival Fernando Alonso's qualifying lap by crashing. Subsequent relegation to the back of the grid ensured Schumacher finished fifth to Alonso's win; the difference in points was sufficient to ensure the title eventually went the way of the Spaniard.

Which dunce would accept money from bookmakers or betting syndicates under such circumstances?

Of course F1 is far from squeaky clean – as expected given the money and prestige at stake – but the bottom line is that motorsport's structures and technologies are such that attempts at cheating or doping are immediately flagged up and investigated. Still, Todt ordered that audit.

Indeed, about the only scandal surrounding F1 involves a disproportionate revenue structure that effectively doubly rewards Ferrari, Mercedes, McLaren and Red Bull Racing for equal results. In a sport where money directly equals performance that could be tantamount to race-fixing – but, ironically, the structure was devised by FOM after the EU Commission directed the FIA to not involve itself in commercial matters… tc



ILLUSTRATION LYNN CERFONTYNE

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FIRST DRIVES.

Seven new cars driven, starring Mercedes Concept IAA, Hyundai H-1, Toyota Land Cruiser and four budget SUVs

MERCEDES CONCEPT IAA

The shapes of things to come

Shape-shifting exterior, next-gen E-Class interior and hybrid drive – we take Merc's future shock for a spin



CONCEPT IAA is a one-off prototype, a show car, but it is also a proper runner. Under the mildly outrageous bodywork – a CAD/CAM-generated, milled-from-solid, big-money styling statement – the drivetrain is straight out of the C350e plug-in hybrid, the chassis an improvised parts bin compilation. Why does it exist? To showcase Mercedes' latest design (interior and exterior), propulsion and aero thinking, and in some style. This is a futuristic yet strangely mature family car, one that leaves a lasting impression, not least because, unmissable extending rump aside (preposterous, you might think, until you consider the benefits, and even then…)

there's much here that will see production, and that we're now impatient for.

The most spectacular function of the car's body is the extending Kamm tail rear end, which grows by up to 390mm at speeds in excess of 80kph to make a more aerodynamically efficient teardrop shape of the car's silhouette. Up front, two lateral flaps also swing out to direct air past the wheelhouses and along the flanks of the vehicle. An adjustable horizontal deflector also varies its angle of attack to smooth the underbody airflow. Very clever and relatively affordable is the adaptive wheel design, which uses five spring-loaded metal elements to change the shape from dished to flush-fitting.

The main virtue of all this magic morphing is a staggeringly low drag coefficient of 0.19, allegedly a new world record for a fully functional four-door saloon. That's an improvement of 0.6 over the car in its at-rest, high-drag form, and Mercedes claims there are no downsides: no unfortunate payoff in reduced downforce, increased sensitivity to crosswinds, compromised aero balance or compromised directional stability. In addition, the low-drag stance reduces CO_2 emissions from ▸



Bonkers and yet impressively mature for a concept – we're sold (tail aside)

The next big thing in man/machine interfaces? Opposable thumbs. Again



The face of Merc's EV offensive, which kicks off in 2018 with a BEV ELC (FYI)

UP AGAINST

BETTER THAN
Mercedes-Benz Bionic concept
Fish-inspired aero-box a damp squib

WORSE THAN
Eagle E-Type Low Drag Coupe
Eco-friendly shape let down by raging 257kW straight-six

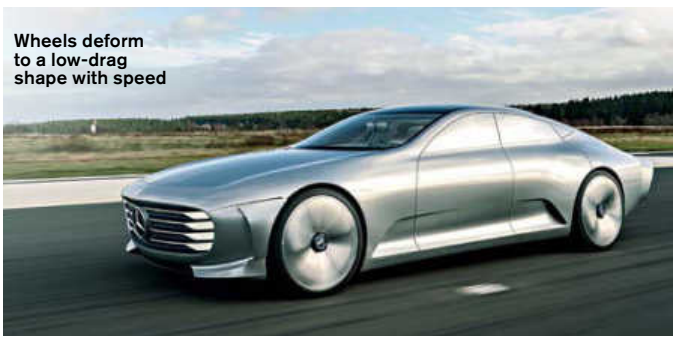
WE'D BUY
VW XL1
Ice cool 795kg fuel-sipper

31g/km to 28, while also extending the car's zero emission/pure electric range from 62 to 66km. Believers swear you can hear the reduced headwind resistance as the car changes shape, and physically feel the more slippery aero. Let's find out.

Today, at speeds of up to 100kph and on hand-carved quasi-slicks despite near-freezing temperatures and a persistent drizzle, car and driver are surrounded by an entourage of 13 engineers, mechanics, photographers, video cameramen, press people and cleaners. Thankfully the door opening is wide enough not to get stuck climbing in. Concept IAA's cockpit is much closer to production reality than its space-age shape. With the exception of the technicolour air vents and some surface materials, this layout accurately previews the instrument panel of the next E-Class. What looks at first glance like a tweaked S-Class interior is in fact a cockpit revolution dubbed OFN for optical finger navigation. So no touchscreen, no gesture control and not even an iteration of the good old Comand controller – the only leftovers are the two large monitors, the square trackpad, the voice control button and the optional head-up display. Now your thumbs are all it takes to execute every single OFN function.

To the smartphone generation, operating the two control pads in the steering-wheel spokes will be as intuitive as cracking open a can of Red Bull. Even this father of two adolescents finds it surprisingly easy to scroll through menus and sub-menus with his fingertips. Haptic responsibilities are clearly divided, with movements of your right paw reflected by the right-hand in-dash display (infotainment, navigation, media and connectivity) while your left thumb connects to the left-hand monitor, responsible for car functions such as assistance systems. As soon as the digit has done its job, one push at the confirmation button in the middle of the touchpad suffices to place your order. Got it wrong? Hit the silver return bar and the black box will automatically take you back to the previous level. It sounds complex but OFN works really well, especially in combination with the optional head-up display. Says Thomas Weber, board member in charge of r&d: 'Hands on the steering wheel, eyes on the road. There is no safer way to stay on top of the fast growing ergonomic complexity.'

Head- and legroom are surprisingly generous, the perfectly comfortable seats are adjustable via Merc's trademark in-door controls and the trackpad on the transmission tunnel feels familiar. If it wasn't for the red-light district window treatment, visibility would be truly panoramic. The brightness of the cabin is



Wheels deform to a low-drag shape with speed

HIGHS
Outlandish styling, MMI, morphing wheels

LOWS
That it's not on sale just yet...

VERDICT
Cool, clever and resolved concept

intensified by the white leather upholstery, the brushed aluminium dashboard and the double-bubble glass roof. Pull the door of the sculpted starship shut and, through the screened and tinted side windows, onlookers are reduced to silhouettes. Some of the faces appear worried but after one last laptop check it's a thumbs up.

One nudge on the generic stalk-operated shifter gets us going; slowly, silently. Press the pedal harder and the whisper-liner's voice changes tone, from lullabye to baritone, as the 2.0-litre turbocharged four kicks in to help summon a combined 208kW and a beefy 600Nm of torque. Moments later a subtle support choir joins in as motors effect the changes into low-drag aerodynamic mode. Can I feel the difference? I can. Lifting off a fraction brings about no discernible loss of speed, while the car also free-wheels further when I back off the throttle completely.

When will these kind of features see light on a production car I ask Gorden Wagener: 'It'll be a while,' says the chief designer. 'Right now, legislation does not even allow door mirrors to be substituted by cameras, which would make a big difference. Changing the outline of a vehicle in motion is bound to be an even taller hurdle. But we must keep working on it because besides weight and propulsion, first-class aerodynamics are prime efficiency drivers.'

The third message relayed by Concept IAA is Mercedes' Electric Vehicle Architecture (EVA), set to come to market in four steps: ELC is a rebodied GLC-based BEV (2018); ELA a variant of the next-gen GLA powered by the same drivetrain as the electric B-Class (2019); EVA 1 is the smaller version of an all-new bespoke BEV matrix positioned below the E-Class (saloon and crossover, 2020); and EVA 2 is its larger equivalent positioned below the S-Class (2022). According to those in the know, the face of Concept IAA will likely become the signature look for all future zero-emission Benzes. Likely carryover elements include the sharknose front, the tapered rear and the unmistakable headlight/tail-light graphics. While plug-in passenger cars may feature only three horizontal LED bars, SUVs could stack four or five. No, there will be no changes to the three-pointed star – at Mercedes-Benz, they don't mess with brand icons. tc

GEORG KACHER

Mercedes-Benz Concept IAA
› **Price** n/a › **Engine** 1991cc turbo 4-cyl plus 6.2kWh e-motor, 208kW (combined), 600Nm(combined) › **Transmission** seven-speed auto, rear-wheel drive › **Performance** 5.8sec 0-100kph (est), 250kph (est), 1.6ℓ/100km, 28g/km CO2 › **On sale** In a little while

HYUNDAI H-1 2.5CRDI GLS

Hyundai's given its bus a subtle update. Don't worry, we can't see it either

My guiltiest pleasure

I LOVE A good bus. 'Carving up apexes' and 'taking it to the limit' is tiring. So is 'going for it', 'late braking into the corner', 'oh no I've crashed' and the rest of those macho phrases signal a driver who is always committed to going fast, presumably with some sort of discomfort. There's something special about a big, soft people-mover from time to time, like a palette cleanser, reminding you that the beloved motorcar has other needs to fulfil. The first time I got behind the steering hoop of an H-1 was at its launch six years ago and immediately a sense of calm came over me. And I'm pleased to say that in 2016 it's still there. It's a *feelgood* bus, this – easy to drive, spacious as a barren planetoid and of similar dimensions. Those blink and you'll miss them updates include an extra horizontal line on the grille, a tweak at the bumper and new 16-inch alloy wheels – that's it. What else? You get a folding key. Life aboard has been upgraded with Bluetooth connectivity and steering wheel (now leather, ditto the gear knob) controls, both cruise and climate control, the latter now extending to the glove box to keep your beverages frosty. Safety gets uprated with a side airbag and if you're in the turbodiesel it now comes with ESP. It's the one I'd recommend in any case, with nine seats and an auto transmission as standard, it's the dad-bod of motoring, only far more acceptable. At R579 900 it's lost its competitive edge against the competition and more socially acceptable SUV (yes that happened) but if you don't mind being a man in a van the H-1 can still represent all the carrying power you'll ever need.

@Calvin_Fisher



Hyundai H-1 2.5 CRDi GLS
› **Price** R579 900 › **Engine** 2497cc, 4cyl turbodiesel, 125kW @ 3600rpm, 441Nm @ 2000-2250rpm
› **Transmission** Five-speed auto, rear-wheel drive
› **Performance** 14.4 sec 0-100kph, 180kph, 9.8ℓ/100km, 257g/km CO2
› **Weight** 2049kg › **On sale** Now

Big bus, big price, save R100k and buy the Multicab unless you really need that extra bench seat



TOYOTA LAND CRUISER 200

Diamond dogs

Cross the Namib Desert in six days in a new Toyota Land Cruiser, they said. Camp every night, they said. It'll be fun, they said... **Ray Leathern** gets in touch with his inner frontiersman

AN UNREMARKABLE arrival at Windhoek airport feels immediately at odds with the mammoth six day trek across 560km of arid land, rocky 'moonscapes' and towering sand dunes that lies ahead. A boy's own adventure, all the way from the capital, across the scorching Namib, and up the coast to Walvis Bay with no one asking questions such as: Where are we going to stay? Are there Wi-Fi hotspots in the desert? What do you mean bos-k*k!? With the 30-strong motley crew of first-time desert adventurers assembled, I guess we'd better crack on.

Monday – Windhoek to Solitaire

Apart from journos, also along for the ride are half a dozen Toyota dealer principals and an equal helping of Toyota SA's top brass, including the senior vice president of sales and marketing, Calvyn Hamman. Big boss and president of Toyota SA, Dr. Van Zyl, was supposed to attend but since becoming CEO of Toyota Europe his schedule's gotten a bit hectic of late. Then there's Uri Adventures expedition leader, 'Jakkals', the botany, geology and history fanatic and talisman of our convoy, ably supported by Will and his crew from Will of Africa. The short sortie south west to Solitaire eases us into our adventure pleasantly enough. Traffic is light, as it is in a country that's thirty-



fourth largest in the world (four times bigger than the UK) but only has 2.2-million inhabitants. The calm roads allow me to get into a groove with my co-driver, JJ, and acclimatise to the harsh, dry heat of Namibia. We arrive at our overnight stop – a tented camp – and try fall asleep in an unseasonal gale-force wind whipping up a frenzy outside.

Tuesday – Solitaire to Kuiseb River Canyon

The next morning the wind hasn't abated. Jakkals confirms if it's like this in the dunes, 'we're proper screwed out there.' Splendid! One last WhatsApp on the guest farm's Wi-Fi, one last refill of fuel before we head into the Namib-Naukluft National Park. With five days in the desert and no 7-Elevens where we're going we pack everything we need into our Cruiser: pop-up tent, sleeping bag and water for showering (best to use sparingly). Once in the park – the largest game park in Africa – we let the pressure in our Yokohama Geolander ATs down to create a broader contact patch with the sand. There's nothing but uninterrupted horizon in all directions and a train of Land Cruisers ahead. The 200 Series is a steady pleasure to pilot. It's thrumming V8 turbodiesel with 615Nm of torque and 173kW lashings of long-legged power to get us over stuff without engaging low range. We descend into Kuiseb River Canyon where we set up camp and are encouraged to consume Brandy and Coke and G&Ts and Jägermeister and wine and whatever else when those run out. In appreciation thereof, by the end of the night the lyrics to Kurt Darren's Kaptein have been replaced by Calvyn – span die seile…. ▸

If it's like this in the dunes, 'we're proper screwed out there'





Ladies and gentlemen, the indomitable Jakkals. Taking a breather from convoy leading



Grappling with growth - Solitaire's infrastructure battling to keep up with immigration

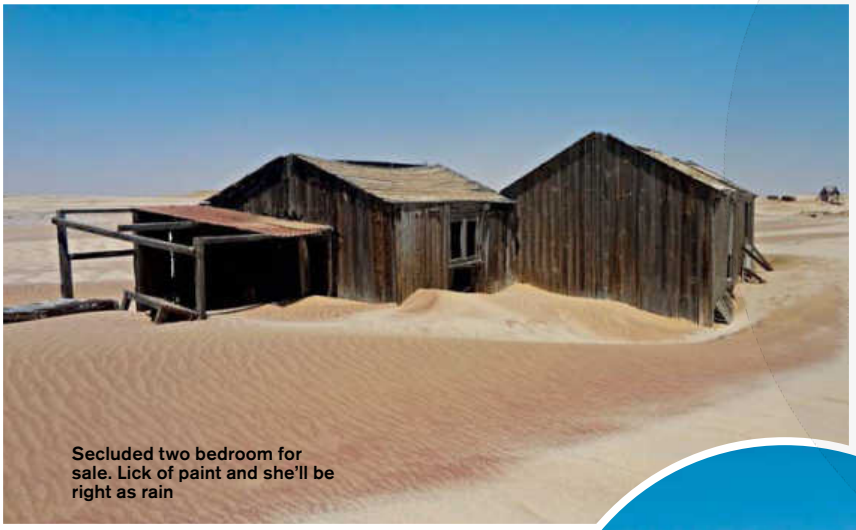


Wednesday – Kuiseb River Canyon to Conception Bay

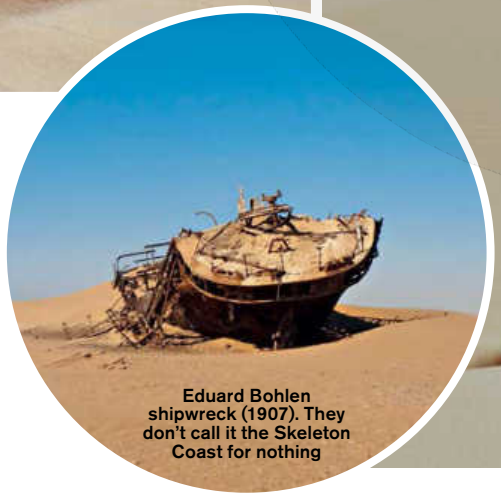
Will breaks the sobering news the following morning. The previous evening's shenanigans saw us tear through two night's worth of alcohol in one sitting. The majority wear the battle scars of a long night with puffy faces and squinty eyes in the bright Namib sunrise. Thankfully I'd shown a modicum of restraint thinking the day's driving was going to be our first real challenge. And so it proves. We pump the tyres back up and rock-crawl out of the river canyon, navigating tricky, changeable terrain towards the dunes proper. If ever we were going to get stuck with an incorrect tyre pressure on the wrong terrain it's today and above all – I don't want to get stuck. In fact there's a prize for anyone who can avoid the ignominy the whole trip. Thankfully it isn't us today, but our turn will come… Or should I say my co-driver's turn.

Thursday – Conception Bay to Meob Bay

On day four we're greeted by a magnificent golden red sunrise and the pristine desert landscape, its desolate structures encircling us. We're in it now. Throughout the trip the sand's been changing colour, from an auburn red it was now a lustrous golden pigment and soft underfoot. Steal a moment away from the camp and you're able to revel in the awe-inspiring solitude of the place. Impressive as it is, the Toyota Land Cruiser parked-up alongside me is an equally impressive sight. With its utterly dependable foundations, so solid you could mortgage your house on them, it hasn't put a tyre wrong. The drive today will be all about enjoying the spectacular dunes. We take up duty in the more utilitarian GX and it's a revelation. The top of the range VX, lugging its heated and cooled seats and soft-touch luxury around was just fine, but the lighter GX is built for this stuff and the margin



Secluded two bedroom for sale. Lick of paint and she'll be right as rain



Eduard Bohlen shipwreck (1907). They don't call it the Skeleton Coast for nothing



'*Wax hom, wax hom*,' the familiar cry from Jakkals over the radio right about now

for error is so much greater. You don't need to get each approach to a dune exactly right. In the VX if you step out of the tyre tracks even for an instant or show a moment's hesitation with the throttle you run the risk of ending up beached. For those prone to getting stuck there's a clever Crawl Control function – simply sit with your foot planted on the gas, steer left to right, and it'll build a road in the sand. The GX doesn't need such a function, it simply never gets stuck.

Friday – Meob Bay to Sandwich Harbour

It's day five and the dunes have graduated from 'whoa' to 'you really think we can get up there?' to 'I can't believe I drove over that' to 'I think I'm going to lose my breakfast!' However, today is also the unfortunate day we, now back in a VX, will gain a bit of notoriety. With nowhere to go but to explore the dunes, Jakkals conjures a brilliant game to teach us the finer art of sand driving. Having found a dune wide enough to take the whole convoy, we all line-up and build our own tracks up the dune until we reach the top. The GXs race up first time but all the VXs have to take several bites at the cherry. The lesson being if you chew up the sand, steer inaccurately and 'mess up' your path, you have no hope of making it. My co-driver is at the helm and only after chewing up his first path something awful and moving onto a second, better built one do we make it. At which point the unbridled joy overcomes him and we race back down the spine of the dune at a-few-too-many knots, he turns too hard at the bottom and tears the wheel off the rim. We'll get quite a ribbing for this one and more than a few drinks to down later. After cleverly using exhaust pressure to pump up a massive airbag, Jakkals gets the car upright and the wheel back on.

The rest of the day is fairly uneventful by comparison, except for our early evening arrival back into camp which plays out like a magical scene through the Land Cruiser's windshield. Just moments before sunset, it appears high atop a dune, like a desktop background with all its beauty and improbability – a lone Gemsbok powering along the near vertical face. An image burnt into my memory forever.

Saturday – Sandwich Harbour to Walvis Bay

Far from an uneventful trundle to the finish in Walvis Bay, the final day is one of the best driving days, with lots more dunes to crest before hitting the beach. Things seem different today. Maybe it's because the trip is nearly at an end but the troop seems instilled with a steely confidence from the week's adventures. The dunes are big but hard and smooth too, thus initiating a brisk pace within our convoy. Communication, over two-way radio, about how to tackle obstacles wanes dramatically. We just drive… from dune to spectacular dune. An easy blur of what we'd seen and learnt over the past five days put into practice, a satisfied band of merry men in our magnificent Toyota Land Cruisers.

We amble the final kilometres into Walvis Bay, the buildings, roads, concrete, cars and civilisation-in-general slowly extricating us from the dream-like state of the desert. We've come away with a truly memorable experience from the past six days in the Namib. Within that context I'm confident I've tested the Toyota Land Cruiser more thoroughly than most now. And I'm convinced not many 4x4s could have completed this trip displaying as much poise, comfort and reliability. The proof of my assertion is quite simple really – not only did I live to tell a great tale of laughs with great people and beautiful landscapes, but as far as the car is concerned there was not one single mechanical malady the whole journey. Epic cars, these Land Cruisers.

Ray@TopCar

HIGHS
Rugged as Grylls in Venezuela, couch-comfortable

LOWS
Not cheap, chuckable or pretty

VERDICT
Good for surviving the apocalypse

Toyota Land Cruiser 200 4.5 V8 VX diesel
> **Price** R1 141 700 > **Engine** 4 487cc, V8 turbodiesel, 173kW @ 3 200rpm, 615Nm @ 1800-2 200rpm > **Transmission** 6-speed automatic, permanent all-wheel drive, two locking differentials and transfer case > **Suspension** Double wishbone front and multi-link rear with air suspension > **Length/width/height** 4 950/1980/1910mm > **Weight** 2 740kg > **Performance** 8.9secs 0-100kph, 210kph top speed, 10.3ℓ/100km, 273g/km > **On sale** Now

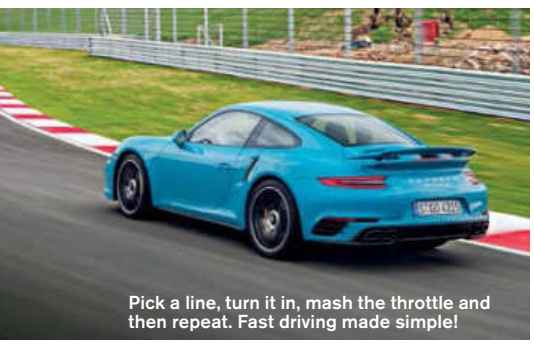
PORSCHE 911 TURBO S

Somebody call 911...



Out with the old; in with the new. Porsche shuns tradition (and natural aspiration) by turbocharging its entire 911 line-up, the result of which are rowdy, efficient and exceptionally fast machines. We test the Targa, Carrera 4S and Turbo S on the revamped Kyalami Grand Prix circuit. **By Aaron Borrill**

LOOK DEAR PURIST, times are changing. Large capacity naturally aspirated sports cars have unfortunately become an obsolete notion with manufacturers having to employ the dark art of forced induction to compensate for reduced cubic capacity as well as comply with emission regulations. While the turbocharger is nothing particularly new to the Porsche ethos (think 911 Turbo) the company has had no choice but to roll out an entirely new range of twin-turbocharged engines for the facelifted 911. Despite now employing 'smaller' engines Porsche likes to refer to its new blueprint as rightsized rather than downsized as the displacement is still fairly large at 3.0-litres. This means power and torque figures are better than ever while improvements to economy and emissions come from clever ECU trickery.



Pick a line, turn it in, mash the throttle and then repeat. Fast driving made simple!

Sacrilege you say but the result is an impressive and compelling attempt at keeping the 911's soul intact. The fabled boxer naturally aspirated wail we've all come to love hasn't been sullied either – in fact both the Targa and Carrera soundtracks are notably beefy and stay true to the outgoing model's granular and metallic flat-six snarl. The turbocharger and its ancillaries have done little to muffle the engine's natural tones and you'll be hard-pressed to tell version 1 and 2 apart. Activate the sport exhaust system and the noise level goes up several decibels. Under load the turbo is fairly vocal, whistling and hissing before a trailing throttle sends the overrun into a beatboxing frenzy of pops and crackles. I can assure you there's nothing wrong with the way it sounds. Unlike the aforementioned models the Turbo S has a completely different attitude. Focused more on performance than anything else it embraces the turbocharging doctrine that's epitomised its bloodline since 1974. The Turbo and Turbo S use a completely different twin-turbocharged setup characterised by variable turbo geometry (VTG). While they aren't as loud as their lesser turbo'd siblings the noise generated by the Turbo and Turbo S is more discreet from low down, slowly building in volume and malice as the rev needle moves northwards. The power and torque figures are all very impressive: Targa 4 and Carrera 4 (272kW/450Nm), Targa 4 and Carrera 4 (309kW/500Nm), Turbo (397kW/710Nm) and Turbo S (427kW/750Nm). All models are available in the choice of 7-speed manual or PDK transmissions.

Visually the 911 has

HIGHS
Speed, refinement and noise

LOWS
Price – the ZAR-EUR exchange rate is a dreadful thing

VERDICT
Nothing comes close. This may be the best sports car ever made



Refined and functional. Unlike the exterior the cabin stays pretty much unchanged over the outgoing model

undergone a subtle makeover. While nothing particularly drastic, changes include a new front apron with larger air intakes, repurposed head- and tail-lights, improved door handles with finger plates and a new rear bumper configuration. That said the easiest way to distinguish the facelift from the outgoing model is by way of the black louvre grilles located on the rear hatch.

Inside, things are pretty much the same as before with the only real new additions coming in the form of a larger diameter steering wheel with integrated selector à la Ferrari's *manettino*, allowing the driver to switch from normal, sport, sport+ and individual modes on the fly. Other than that the onboard connectivity and communication processes have been revamped with a Porsche Communication Management (PCM) system that offers extended functionality via a plethora of apps.

The outgoing 911 forged a reputation as one of the best handling sports cars in the segment and the new version builds on this. It's actually sharper and more precise than before giving the driver a heightened sense of control and connection with what's happening underfoot. Several revisions are to thank for this, the first of which is the standard adaptive PASM chassis with lower ride height. Rear axle steering – is also available for the Carrera 4S and Targa 4S models for the first time as too is Porsche Traction Management (PTM) which ensures a faster and more intelligent distribution of torque between the two axles. The steering is sharp and feelsome and supplies a direct and unfettered link to the front wheels. It's in a track environment however where these fundamentals truly come to the fore – the 911 stays composed and planted no matter the throttle angle. If the rear does eventually let go it's just a matter of applying some opposite lock before the drift angle returns to normality again. It's bloody brilliant.

The question remains, has it lost its soul? Of course not – if anything its legacy has been clearer defined. This new iteration is teeming with emotion and attitude and makes some of the best noises we've sampled from a Porsche to date. It's an added bonus that it sticks to the road like glue and fills the driver with the sort of connection you'd associate with a mental telepathist. The new 911 proves modern technology should be embraced not shunned. Whether on road or track it's the 911's propensity to adapt to any situation that makes it such a sensational car. This is quite possibly the greatest sports car ever made – paving a way not only for its future lineage but other models in the Porsche portfolio, too. tc

@AaronBorrill

UP AGAINST

BETTER THAN
Mercedes-AMG GT S and Audi R8 V10

WORSE THAN
Nothing. This is perfection.

WE'D BUY
The Turbo S – it's fast, furious and as stable at speed as a cheetah in full flight

Porsche 911 Turbo S
> Price R2967000 > **Engine** 3800cc flat-six twin turbo, 427kW @ 6750rpm, 750Nm @ 2250rpm > **Transmission** Seven-speed PDK, all-wheel drive > **Performance** 2.9sec 0-100kph, 330kph, 9.1ℓ/100km, 212g/km CO2 > **Weight** 1600kg > **On sale** April 2016

THE NEW KYALAMI

Kyalami Grand Prix circuit gets a new lease of life, with freshly laid tarmac, new facilities and safety standards that comply with FIA requirements. **By Aaron Borrill**

LIKE MANY race tracks before it Kyalami quickly disappeared from the global motorsport calendar owing to escalating costs and modern safety regulations, its last headlining show being that of the 1993 South African Grand Prix. While it remained a popular destination for enthusiasts and local motorsport events it and its facilities soon began to fade like old photographs as the general upkeep and maintenance took a backseat to politics and rumours of potential buyouts. Was this the end? Was the once powerhouse of South African motorsport about to become a remnant of days gone by? Enter the protagonist in this story – Toby Venter and Porsche South Africa who saved it from certain demise by purchasing it on public auction in July 2014 for a cool R205m.

Several months later and things have changed quite substantially. The track layout has been significantly improved boasting 4.522km of pristine tarmac aimed at recreating the emotion and flair of the original 1961 Kyalami circuit. The main straight is also longer and the width of the track has been increased in certain areas, runoffs improved and safety systems now comply with FIA guidelines. While completely different to the 1961 iteration the track still features a small section of the old circuit while iconic corner names such as Crowthorne, Jukskei, Barbeque and Leeukop make a return. New names include the Crocodiles, Cheetah and Ingwe while Mineshaft, Sunset and the Esses remain unchanged.







East to Eden

As the rand leaches all value out of European imports, South Africans will increasingly look to China and India for their cars. We find out if the East can offer SUV salvation.

Chery **Tiggo 1.6VVT**

What is its pedigree?
Chery is a state-owned Chinese company. The Tiggo, around since 2006, started life looking remarkably like a second-generation Toyota RAV4. It hasn't strayed too far from that aesthetic since then.


Lots of grey plastic, plenty of space

What do I get under the bonnet?
A 1.6-litre VVT unit, essentially a Toyota engine, meant to rev freely and achieve respectable fuel consumption. It revs freely enough, but is lethargic and the consumption is no great shakes, due mainly to the car's weight.

And inside? Is it gruesome? Any toys at all?
Leatherette predominates, unconvincingly stitched together and the grey sea of plastic that is the dash is a little depressing. Still, there are toys, including Bluetooth, hill-start assistance and steering wheel controls for sound. Air-con a little feeble.

JMC **Landwind 5**

What is its pedigree?
Jiangling Motors have a reputation for partnerships, first with Isuzu, more recently with Toyota, Ford and Changan. The Landwind 5 is, say the company, 100 per cent original. The fact that it looks like a Hyundai iX35 is beside the point.


Familiar? Toyota RAV owners say yup

What do I get under the bonnet?
The 1997cc turbocharged petrol is a decent little hummer, at home on the highway and acceptably quiet and refinement is good – noise is minimal at the legal limit and the multi-link suspension adds to the sense of Zen.

And inside? Is it gruesome? Any toys at all?
Not gruesome at all. In fact you'll think you're in that Hyundai iX35, so familiar are the swoops and switchgear. There's central locking, parking sensors, auto mirrors and CD audio with an auxiliary port among other things.





IF THE IDEA is to shift numbers of people while riding relatively high, then a soft roader is the way to go. Add a budget ceiling of R270k and you have a field of four.

Mahindra **XUV500 CDRe W4**

What is its pedigree?
The Mumbai-based company, big in tractors sees the XUV as its breakthrough car, an SUV that can play with the established brands. Mahindra have some form in this market – the Scorpio is now a decent buy.


Seven seater folds down for serious storage

What do I get under the bonnet?
An in-house 2.2-litre turbodiesel engine that puts out a respectable 103kW with 330Nm of torque. That torque is the important part – plenty of pulling power and a degree of sophistication lacking in other Indian units.

And inside? Is it gruesome? Any toys at all?
Not at all. In fact it looks generically Korean, which is a good thing. Quality is hugely improved and the list of standard equipment, even in base model W4 guise will make the Japanese and Koreans, let alone the Europeans, blush.

GWM **H5 2.4 City**

What is its pedigree?
Around globally since 1984, Great Wall Motors intends the H5 to be the company's first truly global SUV, having been safety rated for Europe and Australia, albeit with low scores. Its 2.4-litre engine is Mitsubishi derived, and there is more than a passing resemblance to the old Isuzu Trooper.



What do I get under the bonnet?
That Mitsubishi 2.4-litre mill is strong and reliable, no problems there, although fuel consumption is heavy. On the road the H5 is composed and quiet, exhibiting an unexpected level of refinement.

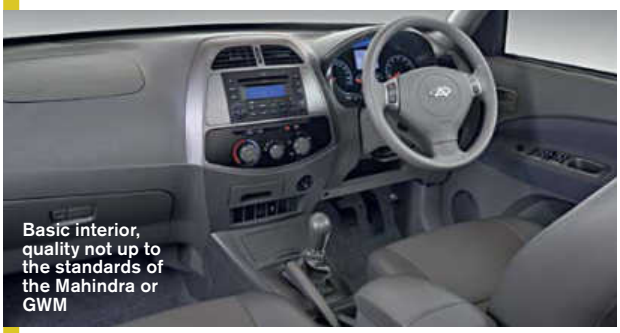
And inside? Is it gruesome? Any toys at all?
Not award-winning exactly (this is the base model), but not gruesome either. Stitching is better than most Chinese products, there's no horrible glue smell (as per most Chinese cars) and plenty of space and some toys, including an infotainment screen, climate control, Bluetooth and alloy wheels. For R5k

CONTINUED...

CONTINUED...

Chery **Tiggo 1.6VVT**

So truthfully now – what are the safety issues?
Tiggo made headlines with bad marks in testing in the previous model. No side airbags yet but you get two front airbags, EBD with stability control, as well as ABS.



Basic interior, quality not up to the standards of the Mahindra or GWM

Do I get a warranty?
A 5-year/120000km warranty and a 3-year/75000km service plan. Five years of roadside assistance too.

What about servicing? Parts?
Chery, part of the larger McCarthy Group, have 28 dealerships or service centres around the country, so backup is pretty solid. From various reports, servicing is generally good, with pockets of excellence in Pretoria, Somerset West and Kimberley.

Will I be laughed at?
No, but you won't be looked at either, the Tiggo being as generic as it's possible to be. Its usefully higher seating position will win it many friends.

Verdict
It makes little sense in town because of its lethargic nature, but on the platteland, especially on dirt roads, it is a decent contender, thanks to the absorbant suspension and comfortable ride.

JMC **Landwind 5**

So truthfully now – what are the safety issues?
Not too bad here, JMC aware of global standards. Two airbags up front, as well as ABS and EBD. A high mounted brake light helps in fog and traffic.



Like we said, don't mention the Hyundai ix35

Do I get a warranty?
Yes indeed, a 3-year/100000km warranty and a 2-year/60000km service plan.

What about servicing? Parts?
JMC make and sell predominantly trucks and bakkies, with the Landwind the sole 'luxury' passenger offering. That's good or bad, depending on the dealer. Reports suggest service quality varies depending on dealers – with Pietermaritzburg coming in for high praise.

Will I be laughed at?
No, but you'll spend a lot of time explaining what it is you're driving. Which is a decent, if generic soft-roader that is the sum of a whole lot of historic parts.

Verdict
No it's not a knock-off Hyundai even if it looks and feels like it. An accomplished SUV at a very attractive price, one that is most at home on the tar, but good enough on the dirt to make it a all-round contender.



CHERY TIGGO 1.6VVT
> **Price** R234900 > **Engine** 1598cc, 4cyl petrol, 93kW/160Nm > **Gearbox** 5-speed manual, front-wheel drive
> **Performance** 12.6secs 0-100kph, 165kph, 8.6ℓ/100km, 201g/km CO2
> **Weight** 1343kg > **On sale** Now

JMC LANDWIND 5
> **Price** R269880 > **Engine** 1997cc, 4cyl turbo, 140kW/250Nm > **Gearbox** 6-speed automatic, front-wheel drive > **Performance** 11secs 0-100kph, 185kph, 8.5ℓ/100km, 201g/km CO2
> **Weight** 1580kg > **On sale** Now

MAHINDRA XUV500 CDRE W4
> **Price** R262995 > **Engine** 2179cc, 4cyl turbodiesel, 103kW/330Nm
> **Gearbox** 6-speed manual, rear-wheel drive
> **Performance** 10secs 0-100kph, 185kph, 6.5ℓ/100km, 171g/km CO2 > **Weight** 1840kg
> **On sale** Now

Mahindra **XUV500 CDRe W4**

So truthfully now – what are the safety issues?
ABS, EBD, xenon headlights, two airbags and a high rear third brake light. The side and curtain airbags are only to be had higher up the model range.


Paradigm shift here; quality impressive, kit equally comprehensive

Do I get a warranty?
You do. A good one. A warranty of five years or 150000km and a service plan of five years or 100000km.

What about servicing? Parts?
South African numbers are still too small for the XUV to be notable in a JD Power survey, but in 2015 data from India placed Mahindra top. Here, parts and servicing has a good rep, with a 5000sq.m parts warehouse in Gauteng and an overnight service to dealerships.

Will I be laughed at?
Definitely not. The XUV is gaining a reputation for relative soiphistication and dynamically it's good enough to be discussed as a Korean alternative.

Verdict
Signals India's intent to compete seriously in the SUV market. Could be its game-changer and is most certainly worthy of a test drive, even if you're considering paying substantially more for that SUV.

GWMH5 **2.4 City**

So truthfully now – what are the safety issues?
It comes standard with ABS, EBD and a typical-for Asia two airbags (up front). The car managed a four-star rating in Australia's ANCAP system.


Decent seats, massive steering wheel, feels old fashioned

Do I get a warranty?
A 5-year/100000km warranty and an optional 5-year/60000km service plan (R7900).

What about servicing? Parts?
GWM has a well-earned reputation for good service in the outlying areas, thanks to that strong bakkie presence. In the city, reports are good too, with a well-organised parts distribution service coming in for most praise.

Will I be laughed at?
No, GWM have moved on from being an unknown quantity. You'll be doing the laughing if you manage to catch the R55000-off sticker price special (ask nicely).

Verdict
A solid workhorse, well suited to South African conditions, comfortable too. The 2.4 is a thirsty beast but bulletproof, and interiors are decently put together and acceptably kitted out.



GWM H5 2.4 CITY
> **Price** R244900 > **Engine** 2378cc, 4cyl petrol, 100kW/200Nm > **Gearbox** 5-speed manual, rear-wheel drive > **Performance** 12.2secs 0-100kph, 165kph, 10.3ℓ/100km, 242g/km CO2 > **Weight** 1725kg > **On sale** Now

Final verdict

In a market where the most popular soft roaders start at R300k the appeal of a car that apparently does everything for considerably less, is understandable. And traditional excuses as to why buyers wouldn't 'go there' are fewer than even a couple of years ago. Quality is improved across the board, vehicles are safer, better to drive and should last longer. On that basis the Mahindra must win this comparison, the XUV a far better car than its price suggests. The GWM H5 and JMC Landwind tie for second, primarily for their space and warranty, with the JMC Landwind impressing on features too. The Tiggo, based on its ageing platform, feels sluggish and is not cheap enough to make a case for itself in this company.



ROAD TEST.

Five cars tested, starring Volvo Polestar, Honda HR-V, Datsun Go, FAW V2 and Tata Bolt

VOLVO S60 POLESTAR

Fistful of steel

Volvo, that fine Swedish purveyor of airbags and industry-leading crash safety has made a performance saloon to rival the BMW M3. This we've got to try...

Words Ray Leathern **Photography** Peet Mocke



WHO COULD EVER forget Rickard Rydell and Jan Lammers heroically campaigning Volvo 850 Estates in the 1994 British Touring Car Championship (BTCC)? Tom Walkinshaw-developed and rarely seen on all four wheels, those nutty, five-cylinder, kerb-hungry leviathans snarled and hopped their way into people's hearts despite not actually winning any races. (Those would follow in '95 when Volvo switched to a sedan bodystyle.) That mattered little though as the whole thing was a marketing exercise par excellence: a ploy to inject some sportiness into Volvo's safe but demure image. The Estates even did a parade lap at one of the races with a large stuffed toy Collie in the boot. Now more than two decades on, with a bright blue Polestar Volvo staring me in the face, this sentiment seems wildly familiar once again. A safe-as-houses S60 thoroughly reworked by Polestar Performance so it'll be more at home around Donnington than donning a trilby at a PTA meeting. Let's strap some test equipment to it and go or a drive.

Polaroid

I haven't seen anything this blue since the Jaguar XK RS and taking a leaf out of the Ford Model T catalogue, you can have one (of the 750) in any colour as long as it's rebel blue. Besides the Telkom blue hue, this Volvo has so much added swagger with its 20-inch rims, anabolic bonnet bulges, gaping new front bumper and desperately cool ducktail rear spoiler it is liable to call the paparazzi on itself. Yet, as with those 850 Estates, there's something so wonderfully unintimidating about the aesthetics. It looks simple, tight, and taut; a lemony sorbet to the current batch of heavy, over-styled performance saloons (ahem, BMW M3). Its sawed-off back end, normally a trait that bothers me on regular S60s, looks as if it'll aid handling due to the lack of an unnecessarily long rear overhang... sorry 850 wagons. Although, as a counterpoint, the longitudinally mounted V6 is slung out ▸



The presence of blitzing speed can't disguise an ageing interior. Plenty of tech though

ahead of the front axle, which, visually at least, still promises nose-heavy handling. Nevertheless, it drew plenty of attention at our photo shoot. One guy even called it a 'Polaris', which is close enough I guess, but goes to show the Swedish performance brand has a marketing mountain to climb if it hopes to become as much a part of petrolhead lexicon as BMW's M and Merc's AMG divisions.







Three dash themes do nothing to performance. Speed: always flatout

Polished

The S60 is renowned for its solidly built if unspectacular interior, but despite refreshingly few 'go-faster' embellishments, this performance version still makes an effort to raise its game. I counted no less than 15 Polestar badges inside and out. Is that more than a BMW M? The frameless rear-view mirror and sex-toy gear lever remain, as does the underendowed centre screen, but the dustbin lid-sized steering wheel is less irksome with the addition of sporty suede and blue stitching. At its core it's still one comfy Volvo. Which, happily, means seats for tall people. Less pleasing; the silly toggle-stalk-button thingy to operate the onboard computer means I've reset the trip meter umpteen times already. This annoyance is offset by all the mod-cons you'd expect in a top executive saloon: satellite navigation, blindspot assistance, adaptive cruise control, seat heaters; the list goes on. One feature we'd do without is the bright red flash on the dash when it thinks you're approaching traffic too quickly. With a 3.0-litre twin-turbo V6 thumping out 258kW and 500Nm, that happens rather a lot.

Poleaxe

Open the taps and the Polestar feels stupendously quick – so quick it feels liable to outpace its humble S60 shadow. Feel is one thing, the stopwatch quite another. Volvo's great blue performance hope must prove its credentials by laying down legitimate numbers. Ultimately how much time can the blown six and traction-aiding four-wheel drive gain once we've finally found the Traction Control Off function in the MyCar submenu? Volvo claims a 0-100kph sprint in 4.9sec. The best time we clocked was 5.33sec. Four-tenths off claimed and seven-tenths of a second off the 4.65sec the BMW M3 registered a year ago. Similarly, in the 60-100kph tractability test, the Polestar trails the 200kg-lighter Beemer by nearly a second: 1.79 versus 2.72 seconds. That performance gap is mimicked in the all-round driveability. The engine isn't as razor sharp as its more honed competitor. It's not as machine gunny or mad; it swells with purpose instead of exploding in a fit of rage. The six-speed auto versus the M's seven-speed dual-clutch transmission is undoubtedly where more tenths are squandered up and down the 'box too. Yet, monster past someone on the motorway and it feels every bit as satisfying and yet somehow less yobbish than if you were in the Beemer. Call it understated performance if you will but for a mere R735 500 it's still a total bargain as far as compact super saloons are concerned.

Polka

A Volvo shod with Michelin Pilot Super Sports – you must be having a laugh? Although the set on our test unit had clearly suffered many a barmy track lap with large sections of signature Michelin sidewall scrubbed clean off. Nevertheless, tyres which've endured a few extreme heat cycles or no, from the first grab of the steering wheel you feel significantly more connected to this Volvo than any before it. Thanks to the Polestar-reinforced chassis it bounds along as you'd imagine a touring car might on the road too. The ride can be tough, yet to my buttocks it doesn't feel uncomfortable. The Ohlin



shock absorbers with 80 per cent stiffer springs will smash down bumps with an iron fist but on a flat road it still rides smoothly – the sign of a truly sophisticated setup that doesn't rely on adaptive dampers. Similarly, much care has gone into the steering's weighting and the high level of feedback it delivers to the driver. You can place the front axle with great accuracy and this imbues the drive with real purpose, encouraging you to turn sharper and clip the apex harder… in true Rickard Rydell fashion. I adore how connected it feels to the road – by some margin, the Polestar's finest party trick. Nevertheless, it still weighs close on 1.8 tonnes and a proclivity to understeer does rear its head every so often. We imagine this handling trait would be significantly reduced on a set of fresh OEM Michelin rubber though.

Pole position

Volvo has excelled in creating an unlikely, yet unique, Swedish performance car. And for there's one more hugely endearing quality in the S60 Polestar. Like the earliest days of motorsport and national colours – the Brits were green, the Italians red, the Germans white before shaving the paint down to bare metal – this bright blue Polestar captures and rekindles the notion of a truly Swedish national character. Safe, solid and surprisingly comfortable; sporting robust handling, quickness and touring car overtones, it couldn't be more deserving of a slot on the performance sedan world cup grid. And we for one wouldn't begrudge Volvo rebel blue as a national colour. The 28 examples bound for SA are likely to become darlings of the (pre-owned) performance car market in years to come. TC

Ray_Topcar

MEET THE RIVALS

BMW M3

› **Price** R1080 992
› **Engine** 2979cc 6cyl turbo, 318kW @ 5500rpm, 550Nm @ 1850rpm › **Transmission** 7-speed dual-clutch auto, RWD
› **Stats** 4.1sec 0-100kph, 250kph, 8.8ℓ/100km, 204g/km



Jaguar XE S

› **Price** R961092
› **Engine** 2995cc V6 supercharged, 250kW @ 6500rpm, 450Nm @ 4500rpm › **Transmission** 8-speed auto, RWD › **Stats** 5.1sec 0-100kph, 250kph, 8.1ℓ/100km, 194g/km



OUR CHOICE: Bavarian bomber outguns the Swede but it costs north of a million. We've tested a Maserati Ghibli S and it's not as quick. A plucky Jag XE S might still throw a curve ball but we still need to get our hands on one. Till then, Polestar it is…





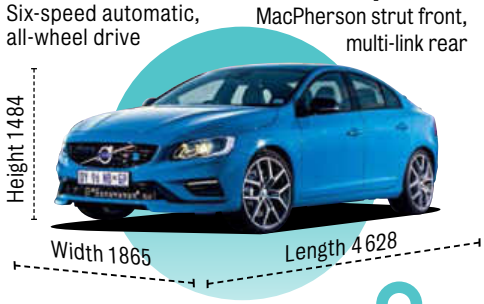
VOLVO S60 POLESTAR

Price (as tested) | R735 500 (R735 500)

Engine
2 979cc, 24v, V6 bi-turbo

Transmission
Six-speed automatic, all-wheel drive

Suspension
MacPherson strut front, multi-link rear



Boot capacity	500ℓ
Utility space	N/A
Kerbweight	1766kg

Power & torque

Power	**258kW** @ 5 250rpm
Torque	**500Nm** @ 3000-4750rpm
Power to weight	146kW/tonne

Brakes & wheels

Brakes front	Ventilated discs
Brakes rear	Ventilated discs
Wheels	20-inch alloys
Tyres	245/35 ZR20 Michelin Pilot Super Sport front and rear

Performance data

Acceleration	
0-60	2.79sec
0-80	3.94sec
0-100	**5.33sec**
0-120	7.03sec
Overtaking	
60-100	2.72sec
80-120	3.22sec
Braking	
Brake 0-100	2.81sec in 38m
Top speed	**250kph**

Fuel consumption

Fuel supply	Direct injection
Claimed	
Urban cycle	15ℓ/100km
Extra-urban cycle	7.7ℓ/100km
Combined cycle	9.9ℓ/100km
CO2 emissions	231g/km
Actual	
Test route	80km
Consumption	11.4ℓ/100km
Cruising range	547km

TANK 80 litres

Warranty, servicing

Warranty	3-year/unlimited km
Maintenance Plan	5-year/100 000km
Service intervals	2-year/20 000km

White Goods

Honda follows the money with a compact SUV. Spoiler alert – it won't thrill you

Words Calvin Fisher **Photography** Desmond Louw



THERE ARE TWO kinds of Honda, right? You know what I'm talking about. First, the screaming, revving and now recently boosting Type-R models that have transformed everything from hatchbacks to front-wheel-drive coupes into fiery performance cars, a sporty spark seen elsewhere in the evocative S2000 roadster and culminating at the very zenith in the NSX. But then there's the other kind of Honda, let's call them Type 2 as opposed to the Type 1 class of vehicle I mentioned earlier. It's this sort I find myself trundling behind at speeds a snail would scoff at as I make my way through Pinelands each morning, a suburb renowned for its multitude of retirement villages. I mean Jazzes, I mean CR-Vs. I refer to Civics and Ballades. Well this is the new HR-V and I don't need to tell you which camp it falls in, do I?

There it is, looking like the sensible lovechild of a CR-V and a Civic

Haven't we met before?

If you think the HR-V looks familiar that's probably because it looks like a CR-V that's been left too long in the spin cycle. If the badge however sounds familiar that's because this is in fact the second coming of the HR-V, the first car having made it to our shores in 2004. It was edgy and wonky, the goofball Nissan Juke of its time and so therefore very much ahead of the game. Sadly, it wasn't a great success but if ever there was an era for an urban crossover-coupe-SUV thing to shine it's now. Don't get me wrong, there's nothing amiss with the appearance of the 2015 HR-V as is often the case with non-offensive people-movers. I like the sharp style crease that rises from the front fender and climbs all the way up its hip line, where the tapered glasshouse swallows up the rear door handles enhancing that coupe profile. I can even appreciate the way ▸



Like the dashboard-wide airvents. Like less the laggy infotainment screen. Otherwise a pleasant enough cabin

it's been moustache'd with a chrome strip across its blackened grille making it look more than a little like a Japanese rendition of the Fiat 500X. Plus I think white is a good colour for it, sort of 'Sensible Storm Trooper', and that's okay too. Being the top-spec Elegance 1.8 model means it also benefits from the larger 17-inch alloy wheel where the lesser Comfort derivative must make do with 16-inch wheels and a more modest 1.5 litre engine, lending it a more purposeful stance.

Life inside the good ship

Hop in and the sensibility continues with a sombre cabin lifted somewhat by surprisingly good natural lighting despite that seemingly compromised glasshouse. It's neat, tidy and well thought out, an ergonomics enthusiast's (there's no such thing) delight but only if you don't mind Honda's laggy 7-inch touchscreen (HDMI-enabled) multimedia interface. A horizontal air vent neatly splits almost the entire length of the dashboard – an excellent design detail. I should mention that this car is built in Thailand, and that at R370500 it's not exactly cheap. Thankfully it doesn't feel as though as it's held together with wood glue, evoking instead that quality Honda feel that continues to threaten its European



counterparts.

Also, it wouldn't be a capacious Honda people-mover if it didn't come with Magic Seats – Honda's clever rear-bench configuration that in conjunction with the wide aperture of its boot (900mm x 1180mm) endows it with 393 litres of stowage with the seats up, 1002 litres with them down and 1456 litres boot to roof.

A red start button contrasts the piano black plastic and soft materials used throughout the cabin and the gear lever, oh dear... it's a CVT.

Engaging vee tec

Right, Honda's EarthDreams continuously variable transmission (CVT) comes standard across the range, so just quit your whining. Look it's perfectly fine for the typical Type 2 Honda driver and should a Type 1er find themselves in one there are always paddle shifters behind the steering wheel to call upon should you wish to override the system. Being the top-spec Elegance model, the CVT is mated to a 1.8 i-VTEC four cylinder petrol mill boasting 105kW and 172Nm with a claimed fuel





Officially the moniker stands for Hi-rider Revolutionary Vehicle. Lofty nameplate that...

economy of 6.8L/100km and fine, that's all on par. Our tests revealed a zero to hundred sprint of 9.8 seconds, no proverbial ball of fire. In-gear acceleration (60kph – 100kph) was sluggish at 6.46 seconds. Braking was mildly more impressive, with discs all round (ventilated up front) bringing the car to a halt from 100kph in 2.94 seconds over a distance of 44m. A top speed of 188kph is possible, if your ears are up to the task of that much transmission wail.

Chucking it in

The Honda handles the curves precisely the way you imagine it will – like a Civic with a tall suspension – it is front-wheel drive after all. That's not to say it lopes about, it is in fact a competent steer thanks to a firm-to-mild suspension setup blessed with gracious feel from the helm, albeit vague near the centre and a bit too light for my liking. The CVT goes some way in sucking the life out of the enjoyment when the 1.8-litre moans from apex to apex but that's not what the HR-V was built for and it's great at everything else. Road-holding is impressive thanks to the prodigiously grippy Dunlop Sport Maxx rubber. Should you overstep the abilities of the car or yourself take comfort in knowing that the HR-V is built on what Honda calls its safe new ACE (Advanced Compatibility Engineering) body structure. Combine that with a slew of safety systems to rein you in including traction control, ABS, EBD (brake distribution) with EBA (brake assist) and such plus six airbags to preserve you.

Verdict

Herein lays the substantial rub. Whilst aspiring to be Honda's version of the Nissan Juke it's in fact closer in dimensions to the Qashqai yet oddly its price tag is more in line with the Nissan X-Trail. The HR-V is a great car then sullied by its price, and must also face stiff opposition especially in the recently launched Mazda CX-3 which plays a similar game but with a racier engine and for quite a bit less cash. If however you're a Honda loyalist then I'm glad to say that there is nothing here to put you off and that in terms of build quality it feels like a return to good form. I presume I shall see a great deal of them in Pinelands. tc

@Calvin_Fisher

MEET THE RIVALS

Mazda CX-3 2.0 Individual Auto
› **Price** R325 900 › **Engine** 1998cc 4cyl petrol, 115kW @ 6000rpm, 204Nm @ 2800rpm › **Transmission** 6-speed auto, FWD › **Stats** n/a sec 0-100kph, 192kph, 6.1ℓ/100km, 146g/km



Opel Mokka 1.4T Cosmo Auto
› **Price** R340 500 › **Engine** 1364cc 4cyl turbo petrol, 103kW @ 4900-6000rpm, 200Nm @ 1850-4900rpm › **Transmission** 6-speed auto, FWD › **Stats** n/a sec 0-100kph, 192kph, 7.0ℓ/100km, 160g/km



OUR CHOICE: The Honda HR-V is a strong candidate against Opel's Mokka. The Mazda CX-3 however outguns both cars in pretty much every category. Look out for the full road test in our next issue.

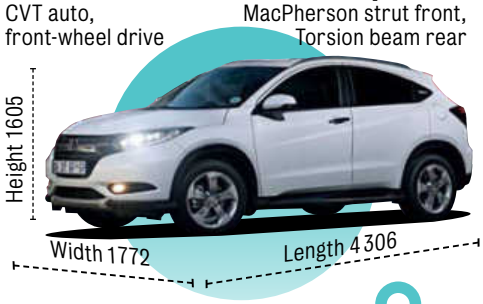
HONDA HR-V

Price (as tested) | R370 500 (R370 500)

Engine
1799cc, 16v, 4cyl petrol

Transmission
CVT auto, front-wheel drive

Suspension
MacPherson strut front, Torsion beam rear



Boot capacity	393l
Utility space	1002l
Kerbweight	1241kg

Power & torque

Power	**105kW** @ 6500rpm
Torque	**172Nm** @ 4300rpm
Power to weight	84kW per tonne

Brakes & wheels

Brakes front	Ventilated discs
Brakes rear	Solid discs
Wheels	17-inch alloys
Tyres	Dunlop Sport Maxx 215/55 R17 front 215/55 R17 rear

Performance data

Acceleration	
0-60kph	4.99 sec
0-80kph	7.00 sec
0-100kph	**9.81 sec**
Overtaking	
60-100kph	6.46 sec
80-120kph	8.61 sec
Braking	
100-0kph	2.94 sec/44m
Top speed	**188kph**

Fuel consumption

Fuel supply	Direct injection
Claimed	
Urban cycle	8.6l/100km
Extra-urban cycle	5.7l/100km
Combined cycle	6.8l/100km
CO2 emissions	162g/km
Actual	
Test route	80km
Consumption	7.7l/100km
Cruising range	649km



Warranty, servicing

Warranty	3-year/100 000km
Service- plan	4-year/60 000km
Service intervals	15 000km

GROUP

We, the

In a new car market long on choice but short on value, three cars offer family space for first car money. Which deserves to carry your valuables?

Words Peter Frost **Photography** Peet Mocke



TEST

People



Datsun Go
1.2 Lux

Circa 1996

Nasty detachable radio an unwelcome throwback to the days of oblong boxes forgotten in dark cinemas

Stir here

Well located and just as well - shifter will see a lot of use getting the best out of the 50kW triple

Twist and pull handbrake – last seen on a 1400 Datsun bakkie?

THANKS TO A tanking rand and a grim economic outlook, South Africans are increasingly being forced to consider less car for more money. What then does a growing family choose if the criteria is that their car needs to be not only new (for security and warranty reasons), but also able to accommodate four or five in reasonable comfort? Here we shine the comparative test spotlight on three possible contenders for a small family car, Tata's new Bolt, FAW's V2 and South Africa's cheapest new car, the Datsun Go.

The contenders

At the value end of the spectrum, choice is limited. The sad reality is that budget stalwarts the Ford Figo and Volkswagen Vivo are now both the wrong side of R155k, even in lower model variants. Many will consider the Renault Sandero, but, call us picky, air-conditioning is a must-have in this age of global warming and the Renault's R20k jump from naturally ventilated Expression to climactically acceptable Dynamique is a leap too far when the bank is harping on about affordability. We discounted the Chery QQ3 as simply too small for a family, so too the Chevrolet Spark and – by a whisker – the Suzuki Celerio (roomier than it looks).

So that leaves these three: two from India and one Chinese. The aim was to set aside preconceived notions and assess them on ability, features, livability and affordability. So to it.



60/40 split seat restricts access to the rear, makes for potentially intimate relations up front



The Datsun Go, a Renault/Nissan lovechild conceived in India, is billed as South Africa's cheapest car and has had some success, despite a patchy safety record. The FAW (an acronym for First Automobile Works) is wholly Chinese, a monster company owned by the government, the V2 a Communist car sent out to conquer the decadent West. That its name suggests a WWII rocket shouldn't put you off, necessarily. The Bolt is the glamour kid here, Tata's global warrior, tasked with 'doing a Kia' by resetting what the world thinks of both Indian cars and Tata.

A question of style

Inside and outside these cars reflect very different approaches to design. The easiest to 'get' is the FAW, which is the most honest.



Bolt's ground clearance exceptional, likely to be a platteland favourite. Go and V2 better looking in the metal though none exactly rock stars

The company set out to build a no-nonsense people carrier that is sturdy, user-friendly and simple. Job done; there are no gimmicks here, the interior reflecting the exterior's no frills ethos. That's to be commended – in a Captur world of dazzling designer yoofisms it's refreshing to find no wild colours and nice to see air vents, radio and knobs where ergonomically they should be. The accent inside is on maximising space and that's reflected outside. From the rear the FAW is almost square, suggesting (confirmed) excellent elbow and shoulder room inside, back and front. Form follows function; the boot is easily the biggest here and is the only car that offers a conventional boot button on the lid, the others release only from the cabin by means of a floor-located lever. Inside, materials – seats, dash, door inserts, buttons – are tough and very well put together. The car has a solid feel, a perception confirmed in two days of driving; it was free of rattles and typical Chinese issues such as knobs falling off… The V2 is never going to win a prettiest car award, but neither will it win dog of the year.

The Go by contrast attempts the youth market approach, as confirmed by its happy-teens marketing. The touches are odd; a three-quarter split front bench as if it's channelling a late 1960s pickup, confirmed by the bakkie-like ratchet handbrake protruding from the dash. The suggestion is that three could fit across the front, but there's no seatbelt anchor point for the middle midget, so it's really just a bit of fun. Less fun is the driver's seat itself, which lacks any kind of support and indeed seems to slope alarmingly towards the door, making for a weird left-cheek-higher-than-the-right driving position. Not comfy or particularly elegant, especially if you're trying to impress the occupant in the heifer-sized passenger seat. Unimpressive too is the standard of fit and finish; a particularly energetic gear change – the lever sprouts Fiat 500-like out of the lower dash – resulted, rather too easily, in a twisted gear knob. Outside, the pick-n-mix design language manifests in odd ways: the tiny 13-inch wheels (plastic covers over steel rims) do not live well with the muscular rear flanks and the parrot beak up front is wholly out of proportion to the rest of the car.

Against this utilitarian Sino-Indian background, the Euro-focused Bolt is literally a bolt out of the blue, head and shoulders above the others, literally and figuratively. Even with the substantial price difference over the Datsun/FAW duo, it is impressive. OK, it still looks like a disinterred Fiat Palio, but the Indica-shaped newcomer is, in the flesh, substantially larger than its sister and certainly higher, built as it is to stilt usefully over deadly hazards on crazy Indian roads. Tailored touches abound outside: handsome, on-trend graphite alloys, stick-on C-pillar 'gills', a nifty little roof spoiler, dual colour mirrors and that trademark roof aerial raise interest. But it's inside that will guarantee raised eyebrows. The difference between Indica and Bolt is like stepping from a 1996 Hyundai Accent favoured by learner drug lords in Troyeville, into a current Veloster Turbo. Well, not quite, but almost. Tata have obviously graduated the Korean school of Kia Reinvention; the cabin is, on first inspection, a place of C-segment sophistication, all chrome surrounds, European fonts and Audi-esque carved dash. It is genuinely a paradigm shift and once behind the multi-function steering wheel it's easy to forget this is a sub-Continent car. But not quite. Spend a good long while behind that designer wheel and the underlying ▸

The difference between Bolt and Indica is like stepping from a 1996 Hyundai Accent into a current Veloster Turbo

Sound choice

Radio, CD, MP3 and USB all standard - decent sound too

Sweet five

Ratios well chosen for both city and touring



Good looking Dali-esque pods house speed, tacho, fuel and temperature gauges

3rd

Go rated as South Africa's cheapest car, but that's the base model without airbags or much of anything else. The Lux, tested here, costs the same as the FAW but offers fewer features

2nd

Bolt a legitimate competitor to the ever-pricier Ford Figo and VW Vivo with plenty of standard equipment and a modern turbocharged engine. Too pricey in this company though and not as spacious as the FAW



Discs up front and drums at the back the same set up for all three cars. FAW's standard alloys handsome



FAW badge depicts company's status in China and mascot - an ambitiously swift falcon

architecture becomes evident – not exactly a pig with lipstick on, but the quality is skin deep. A neat metaphor is the dash, all kinds of superb up top, but less convincing beneath the piano black divide.

Going the distance

As with design, the three amigos offer very different experiences out on the blacktop. The Datsun sports a 1200cc three-cylinder engine that works with 50kW and a less than inspiring 104Nm of twist. Start the engine and the by-now common three-cylinder strum suggests interesting motoring; we are used to dynamic triples now, witness the VW Up. Go's bark is sadly better than its bite, with a distinct lack of verve apparent from the get-go. The dash mounted gear shift is a highlight of the car, but the tripartite alliance of clutch, engine and 'box are no better at cooperative progress than South Africa's own politicos. The trick is to keep the beast on the boil from start up to switch off – so doing makes things manageable. But such is the progress, especially with a load at altitude, that it's unlikely either fifth or fourth will be much used. This lack of muscularity makes for strained long road touring and points to the car's real playground, the city environment, where it is at home nipping in and out of parking garages, making good use of its light steering and easy-to-park, square profile.

The FAW V2 does what it says on the box and then some, a great advertisement for the concept of underselling. As with the design, there's no pretence here. The 1300cc non turbocharged engine behaves as you expect it would, sets off with decent verve and maintains its momentum with ease. There are no fireworks, but no awkward uphill moments either as the truck you passed comes steaming past. Clutch is confident, the gear change strong and sweet, and the noise levels well contained for such a budget car. Disappointing then that the steering is so lousy, offering as much feedback as an SAA media briefing and just as wooden. It wanders too, requiring constant small corrections that become increasingly irritating as the wind speed picks up. That the general V2 experience is such a pleasant one makes the steering that much more vexing. Fix it FAW.

The Bolt too follows its design ethos onto the road, flattering to deceive. On the face of it the turbocharged 1200cc unit should, literally blow the other two away, but weight blunts the progress. And while the unit is eager, there is a disconnect between turbo and engine, a chasm of lag that means kangaroo take-offs will be a feature of the first few months of ownership. That sorted (lots of revs, feather the clutch), headway is excellent and kept 'on the blower' Bolt offers a degree of fun missing in the other two. But the lumpiness of the idling engine points to an agricultural background and this is borne out as the revs run out beyond 4000rpm; things get a bit thrashy and it is ultimately no surprise that the Tata's acceleration times are not as good as expected. Still, puff notwithstanding, the Tata is the best place to be on a long journey, or even in town. Thanks to that frankly astonishing 175mm ground clearance, sight lines are good, almost crossover like, and the touches help ▸



1st

Excellent pricing, useful service plan, decent drive and surprising space give the V2 the edge. The Bolt XT may be the better car, but R43k is a big difference

The FAW does what it says on the box and then some – a great advertisement for underselling

Nice touch

Bolt's touchscreen features ConnectNext, good for audio streaming, Bluetooth, phone and more. Voice command recognition basic but welcome

Peaky boo

Relatively narrow power band on the turbo means choosing the correct gear a must at all times.

Bolt feels the most contemporary, has the best spec list. Cabin quality is impressive, turbo lag less so



– fabric padding at the elbows, touchscreen usability, and an excellent Harman sound system. On the open road the height is felt in crosswinds, but not disturbingly so, and the extra noise and vibration insulation is very welcome as the kilometres add up.

Deliverance

On the face of it there's a clear winner here; the Bolt is the car to have. It is quiet, sophisticated, boasts a turbocharged engine, bristles with kit and has a pedigree of sorts; Tata is well-established in South Africa as a small-car maker. But that's not the end of the story. The FAW suffers from a bad case of brand invisibility but take that out of the equation and things get interesting. It costs just R109900 and if you cast a glance over the features list, well yes. Electric windows all round, air-con, a three-year service plan, electric mirrors, central locking, CD/MP3/USB, dual airbags, side protection bars, front and rear fog lights, alloys, third brake light and a full-sized spare wheel all feature. Take the R10k upgrade to the ridiculously named #Like and FAW will throw in sat-nav, Bluetooth, better sound and nicer wheels. Factor in the independent rear suspension, the good build quality and the useful size of the car, and things get really complicated. Certainly the V2 is demonstrably better (and with side impact beams, safer) than the one-airbag Datsun at the same price.

In the final analysis it all comes down to affordability. The Bolt falls into the no-man's-land between the genuine budget warriors and the well farmed territory of the basic B-segment offerings, the Vivo, i10 Grand, Brio and the Figo. As a competitor to the Ford and VW it makes enormous sense. Against the cost-is-everything Go and V2, the XT makes altogether less of a case for itself. Ultimately then it is the FAW that wins as the best combination of features, drive and price. A very competent car at a genuinely attractive price. tc

@pefrost

On trend graphite rims standard on the 14-inch XT, look the business. Ride height on our hatch a lanky 165mm, 175mm on the 15-inch wheeled sedan



Bolt's many extras include front and rear fog lights but no exterior boot release - that only possible from a lever in the cabin



Tata Bolt 1.2T XT

Price (as tested) | R152 995

Transmission Five-speed manual, front-wheel drive

Engine 1193cc, 4cyl turbo petrol

Suspension MacPherson strut front, torsion beam rear



Wheelbase 2470mm
Boot capacity 210ℓ

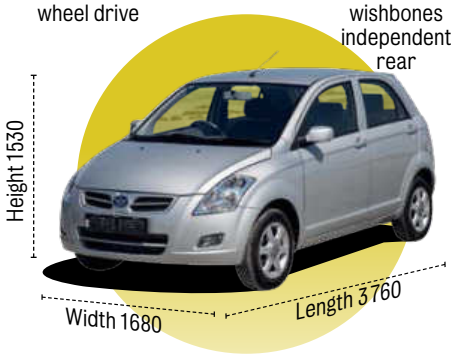
FAW V2 1.3 DLX

Price (as tested) | R109 995

Transmission Five-speed manual, front-wheel drive

Engine 1339cc, 4cyl petrol

Suspension MacPherson strut front, wishbones independent rear



Wheelbase 2450mm
Boot capacity 320ℓ

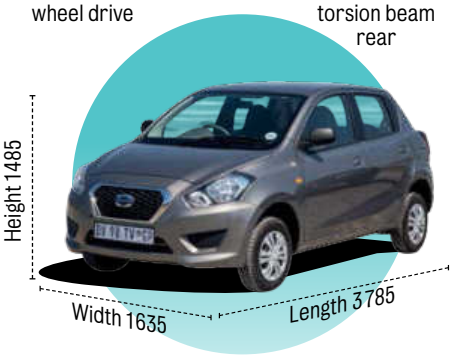
Datsun Go 1.2 Lux

Price (as tested) | R109 900

Transmission Five-speed manual, front-wheel drive

Engine 1198cc, 3cyl petrol

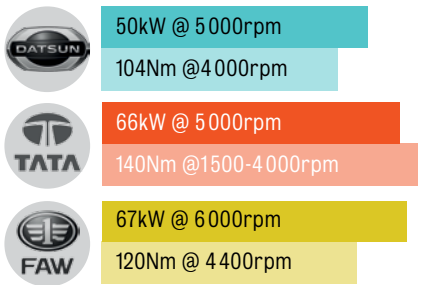
Suspension MacPherson strut front, torsion beam rear



Wheelbase 2450mm
Boot capacity 265ℓ

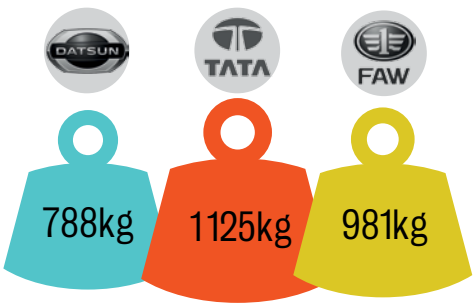
Power & torque

We say: Bolt most responsive, blunted off the line by significant turbo lag if not paying attention



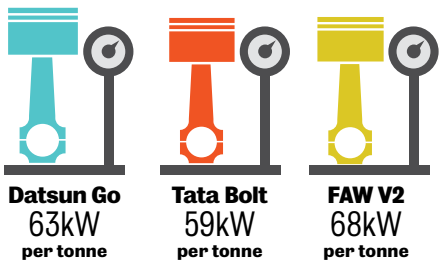
Weight

We say: Featherweight Go should go well, not so. Advantage Bolt, just



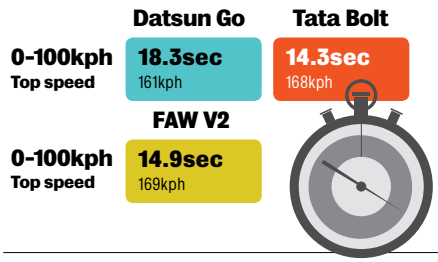
Power-to-weight

We say: Bolt great on the turbo but runs out of puff, FAW more useable across the range, ultimately faster



Stopwatch

We say: Bolt's turbo unit ensures a win – just. FAW close behind.



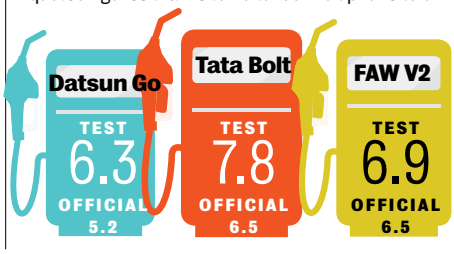
Top standard features

We say: Bolt clear winner here, FAW surprisingly good too. Go needs to go shopping

Datsun Go	Tata Bolt	FAW V2
Manual central locking, phone dock, trip computer	ConnectNext touchscreen, climate control, Multi Drive steering	Electric windows, central locking, electric mirrors

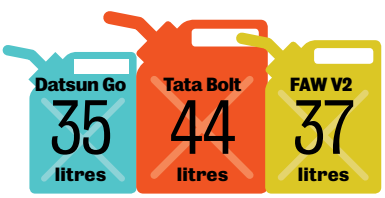
Fuel consumption

We say: In 100km of mixed driving, FAW closest to quoted figures thanks to no turbo. Bolt prone to drink



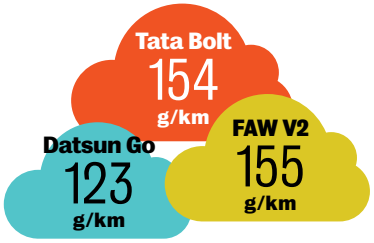
Fuel tank

We say: All offer roughly 600km cruising range, FAW likely to be better on the long road



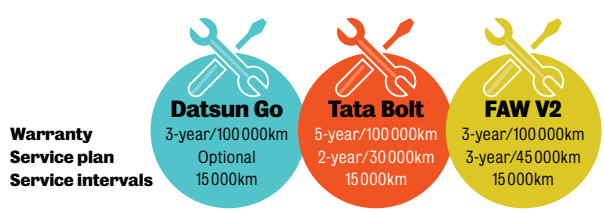
CO_2 emissions

We say: None particularly clean by small car standards, Go wins



Warranty/ servicing

We say: FAW shines with 3-year service plan plus 1-year roadside assistance. Bolt gets 5-year roadside assistance and most comprehensive warranty.





Hail th

If Jaguar doesn't want its first SUV to be seen as an off-roader it's got a funny way of proving it.



Words Georg Kacher & Ben Barry **Photography** Richard Pardon

e Pace

On gravel, hills and wet grass we give F-Pace its first test, to assess its Macan-beating credentials


XCP 633
F-PACE
AWD



THE OFF-ROAD route weaves in and out, over and under The Fosse Way somewhere between Gloucester and Leicester, England. After morning rain, meadows peppered with spidery Klimt trees glisten like large ponds sprayed with green stardust. This is no slog through the mud and ruts of Land Rover's Eastnor Castle facility, but then we're not driving a Defender; this is the new F-Pace, sister brand Jaguar's first ever SUV.

Time has softened the initially peculiar-sounding name, and indeed the jarring idea of an all-terrain Jaguar. It's a similar story inside, where seemingly contradictory sports- and off-road cues gel to create a coherent whole. The Big-Foot stance might afford great visibility, but the driver's seat feels positioned low down, the XE steering wheel strikingly small when presented on this broader canvas. Immediately these cues and the excellent driving position prepare you for a very Jaguar, very sporting kind of sports utility vehicle. And yet in this final prototype sign-off drive, we're traversing terrain that'd give any other all-wheel-drive Jag serious pause for thought. Talk about a crossover.

The F-Pace's body rocks gently as we criss-cross the pockmarked surface, suspension taking hits like a selfless bodyguard, all four tyres clawing traction with regal grace. Muted in the background, the muscular V6 turbodiesel remains barely above tick-over, pulling smoothly at a canter, revs gently climbing as gradients increase, the refinement notable. There's even an engaging, egg-you-on exhaust note permeating the cabin upon more thorough exploration of the torque reserves.

Only the dash architecture lets the side down: we've been a little disappointed with both XE and XF cabins, and the F-Pace's closer juxtaposition with Land Rover products only highlights the deficit. The quality is fine, and the 13 stowage compartments and super-sized door bins are happy to play butler when hands are full, but Land Rover cockpits look more confident, less fussy.

No such problems with the exterior. The Ian Callum-tailored bodyshell stretches to 4731m, slotting neatly between Jaguar's XE (4672mm) and XF (4954mm) saloons, though closer to the former than the latter. Based on an aluminium-intensive monocoque derived from Jag's new scalable architecture, F-Pace's bonnet is aluminium, its doors steel, the boot composite. Underneath, you'll find double wishbones up front, an Integral Link multi-link axle at the rear, and steel springs all round, just like XE and XF. Adaptive dampers are available – our S has them as standard – but there's no air-suspension option.

Market positioning is as intriguing as technical detail for F-Pace: it represents the closest that Tata's British car brands have ever come to treading on each other's footwear, Jaguar spying an opportunity to enter a market that's projected to grow 40 per cent, Land Rover glancing nervously in its mirror. But if Jaguar Land Rover's chief chassis engineer Mike Cross sees a conflict of interests, he isn't letting on.

'We didn't even think of Land Rover during this project,' he claims, keeping a close eye on proceedings from the passenger seat. 'Our aim was to be true to Jaguar DNA; our most sporting car is the F-Type, followed by the XE saloon. I wanted F-Pace to be like the XE with a flavour of F-Type.'

F-Pace, says Cross, is very much a road car, a vehicle never intended to be marketed as an off-roader, but one that has sufficient off-road smarts when duty calls, if not a Land Rover's outright capability.

'We use the same test facility as Land Rover, and we've tested in Sweden, on Big Red [sand dune] in Dubai, and on gravel tracks at Walter's Arena [motorsport complex in Wales],' says Cross.

Early in its development, F-Pace was benchmarked against the BMW X4, before Jaguar's focus shifted to Porsche's baby SUV, the Macan. Check the raw figures and the F-Pace draws first blood. The 3.0-litre V6 S turbodiesel we're driving promises 220kW and 700Nm, which squares up favourably to the Macan's 180kW and 580Nm. Both cars weigh around 1800kg, but the F-Pace is 34mm longer – for a large interior and 150 litres of extra boot space.

As Cross has it, 'it's Cayenne space with Macan dynamics'. And it is a spacious car, with plenty of room for five adults and four large suitcases. The Jag's body sweeps up to create a poised, dynamic profile, but the tapering glasshouse risks making rear-bound youngsters ▸

Under that elegant lid lurks 150 litres more boot space than in Porsche's Macan. One of several Macan benchmarks F-Pace ticks off


He's the F-Pace's chief chassis engineer, so he ought to know

Mike Cross: F-Pace notes

> **'We didn't even think of LR during this project. F-Pace needed to drive like a Jag: connected, intuitive steering; agile and fun to drive at all speeds; a compliant, controlled ride; great engine refinement with an absence of percussive diesel noise, but some power signature from engine; harmonious control weights and an absence of free play'**

> 'The challenge was to make a taller car feel smaller; balancing roll stiffness with roll damping, delivering a linear ride and avoiding head-toss'

> **'The F-Pace never feels like it has momentum, or inertia; it changes direction quickly, then stops. It's got low phase-lag: front and rear suspension work in phase'**

> 'It had to be capable and competent off-road, but it was never intended to be marketed as an off-roader'

> **'I wanted F-Pace to be more akin to XE, with a sporting F-Type flavour. We're aware of our sporting DNA, and of the Porsche Macan, which we benchmarked. We liked its powertrain, refinement, quality and solidity'**

> 'The dimensions are ideal for dynamics and practicality. It's Cayenne space with a Macan's driving character'

> **'Doing all-wheel drive on F-Type first was a big help. The same engineers were involved, and we developed our own software for IDD. It's similar to XF AWD, and we've tuned it so the driver isn't really aware of the AWD'**

> 'We've offered RWD manuals to be competitive with rivals, the BMW X3 for instance, and it saves weight and increases efficiency. Will we do a RWD V8? It's technically feasible but... no comment!'

claustrophobic. Jag could've offered sick bags in the map pockets, but has instead adopted Land Rover's stadium seating layout, row two stepped by 10mm compared with the fronts. Very tall children of six feet and more still have plenty of headroom, as well as generous legroom.

The V6 S turbodiesel we're in will be joined by 250kW and 280kW V6 supercharged petrol versions, along with a 132kW, 430Nm 2.0-litre four-cylinder Ingenium diesel, all in automatic AWD configuration. For the record, Cross reckons a six-pot diesel is the darling of the 2016 Q2 launch range.

Wearing optional 22in wheels, our smoke grey final-phase prototype appears about as well prepared for the foray into Farmer Jack's hinterland as a mountain climber scaling Everest in trainers. But plenty of Land Rover know-how lurks beneath; in return, Land Rover will base its new mid-liner on the same chassis, adding air suspension for an adjustable ride height, and slotting between Evoque and Range Rover Sport come 2018.

'F-Pace is really capable in heavy drag stuff like sand, and it'll do grass, gravel and snow,' explains Cross. 'But the rocks and boulders stuff is for Land Rover.' Just like a Land Rover, this Jaguar's drivetrain can be adapted to surface conditions, Adaptive Surface Response (ASR) providing its answer to big brother's Terrain Response. But while Terrain Response can be manually adjusted to conditions, ASR automatically adapts to snow and ice, tarmac and gravel, or deep snow and deep gravel.

ASPC – short for All-Surface Progress Control, or All-Terrain Progress Control in LR speak – adapts cruise-control tech to maintain a set speed from 1-30kph, and can be set from rest or while moving. While chips apply the brakes to curb the torque flow, all the driver does is steer, uphill, downhill, wherever. The system works according to three different algorithms: snow, ice and wet grass.

Wet grass is a very special turf indeed, especially for a vehicle wearing wide, low-profile tyres designed for high speeds and sealed surfaces. In the passenger seat, Cross does not flinch as the F-Pace veers right, down towards virginal grassland. Out of the ruts and on to the daisies, we're still in Drive, still in second gear. There is no transfer case with low-range cogs, but there is first gear, and from 2000rpm onwards, we have 700Nm of pushing, pulling and shovelling power. I get it wrong first time and very nearly have us stuck: too much torque, too much wheelspin, too little traction.

But soon I crack the formula: easy on the throttle, ever so careful with the steering angle. Backed by plenty of grunt even just above idle, the F-Pace pulls through with bravado, masters the sloping plane in one unbroken process and i-n-c-h-e-s to the top. Big smile at the wheel, satisfied smile further left.

We're not in the clear yet, though: next comes the similarly wet and grassy descent, a scenario that makes even the most fearless track rats tremble. With ASPC set on a timid 15kph, we tiptoe downhill, avoiding the brakes like the plague. Piece of cake... until the terrain drops away further and the F-Pace drops with it, beginning a slow sideways slide. I wind on more lock to catch the front, but all that does is kick the rear end loose. Thankfully moments later, the angle of descent returns to normal, and the spook is over.

On off-road rubber, this Jaguar is bound to be more courageous and competent than an untalented driver, but even with bespoke 265/40 R22 road tyres, there's enough compliance to absorb a crater-shaped pothole.

'The aspect ratio of our tyres is higher than the competition,' Cross explains. 'It allows us to have greater compliance and more capability off-road. It also means sharp stones and tall kerbs pose less of a threat.'

Before lunch, it was wet grass only; post-lunch, we're mud-plugging. The F-Pace's lower weight compared with comparable Land Rovers is a great benefit when it comes to changing direction and not simply ploughing straight on in such circumstances. True, the F-Pace comes with torque vectoring as standard , but with all four wheels wobbling like candied cherries on vanilla pud, selectively decelerating one is no big help. The Range Rover Sport would first sink into this mudbath and then row itself forward with a vengeance; the Jaguar, almost 600kg lighter, manages to keep its nose out of the most syrupy soil most of the time.

This relative lightness can also be felt and appreciated on gravel and on baked clay, which is quite similar in response to wavy blacktop. There are three driving modes: Normal, Dynamic, Individual. Throttle mapping, gearshift strategy, steering feel and damper setting are all affected.

Off the beaten track, Dynamic makes no sense at all. The spiciest calibration works best on sealed surfaces where there is a faint trace of power oversteer even











When you see it in the flesh it's incredible how sleek and low the F-Pace looks, creating the sense of length. Yet it's 223mm shorter than an XF

through third-gear esses, despite total surveillance by electronic watchdogs. I know this because later I admired Mike Cross going through the motions.

'Engineering all-wheel drive on the F-Type first was a big help,' recalls Cross. 'The same engineers worked on both systems, but this system is actually closer to the new XF's, and we developed our own software for IDD [Intelligent Driveline Dynamics]. We've tuned it so the driver isn't really aware of all-wheel drive.'

Over a pebble-infested track, giving this crossover stick proves at least as entertaining as letting the new Audi Q7 fly on Namibian sand pistes. Prompt and reassuring turn-in is perhaps the main confidence-inspiring quality. The steering has noticeably more heft than other Jaguars, perhaps lacks a little feel, but responds swiftly, suffers no slack whatsoever, and jinks the nose eagerly; there is no lag as the chassis does the steering's bidding.

A snappy flick points the vehicle straight at the apex, and when supported by a brief lift of the throttle, perfectly sets us up for the subsequent corner with satisfying attitude. Once more, low weight is crucial: it filters out any trace of ponderousness, lets throttle and steering define the rhythm, and relieves late braking from that here-comes-the-mass aftermath. As Cross succinctly comments: 'The F-Pace never feels like it has momentum, there's no inertia; it changes direction quickly, then it stops.'

Through fast, flowing corners, the front tyres chomp vigorously at the gravelly surface, and the body rolls slightly before settling, allowing you to confidently pick your line and ease into the throttle. Chuck in a load more steering lock to see where the limits lie and you'll find just the lightest smudge of understeer lying way north of where you thought it might. Make measured inputs and the feeling is of rear-wheel drive with extra grip. ▸



Press the F-Pace hard on tracks like these and you notice the extra urge of the familiar – but recently refreshed – 3.0-litre V6 turbodiesel. Unlike the XF Sportbrake, you never crave a little more thrust, instead it responds quickly to throttle inputs, surfs a voluptuous slug of mid-range grunt, remains impressively unflustered beyond 4000rpm and turns up that promisingly sporty soundtrack we noticed earlier. Its any-gear flexibility is a great match for the unflappable chassis, and the result is frankly hilarious levels of point-to-point pace married to composure.

Although marketing made r&d include the steering in the drive mode selection, the difference between Normal and Dynamic is a mere nuance. The dampers firm up much more noticeably, the throttle response changes from brisk to busy, and the gearshift evolves from attentive to constantly prepared. While the buttons that operate the system are positioned low down in the centre console, the initial choice is made via the relatively distant touchscreen; more intuitive controls would not go amiss.

In Dynamic, the black box suppresses automatic shifts through fast corners and down steepish descents, which can be a nuisance in certain conditions. Those who prefer to interact with the drivetrain via their fingertips must first hit Dynamic and then remember that this set-up does not perform self-acting upshifts when the rev limiter signals Game Over. Although manual gear changes are always an option in Normal, the transmission quickly slips back into Drive.

'Doing all-wheel drive on the F-Type first was a big help. We've tuned it so that the driver isn't really aware of AWD'

In this rally-like environment it's best to lock all parameters but the shocks in arrabiata. The correspondingly swift throttle action modulates cornering attitude, and although the steering feels meatier around the straight-ahead, its clarity doesn't blur as you wind on more lock. The shift pattern permits higher revs for maximum oomph.

Admittedly, there is some roll around quick boomerang corners, and the better than expected ride can be compromised by short-frequency ripples, but it's the body control through compressions which show the dampers' Normal mode in a really impressive light: the F-Pace



simply soaks up undulations during the compression phase, and rebounds so gracefully that barely a drop of Tata tea is spilled into the passenger's saucer.

The only question mark is the brakes, which are okay, no more, no less: the initial readiness impulse could be more focused, and the deceleration that follows is consistent if not exactly fierce, and the final few feet prior to standstill require rather too much pedal effort.

Eventually, we rejoin the tarmac roads and Mike Cross takes the helm. The passenger seat is not such a bad vantage point to relish the flow that makes the F-Pace such an accessible and smooth drive.

With the higher grip limits of a sealed surface, so the chassis' talents shine even brighter, biting hard, tucking into corners in one steadfast, confident swoop and powering on with a graceful mix of power and composure. It's an impressive package.

Perhaps most surprising is how successfully the F-Pace captures the exceptionally agile XE's fun factor, where you'd forgive it for feeling more like the heavier, less interactive new XF. Not only that, but it's both better to drive – more responsive, more composed, more fun – than the highly accomplished Range Rover Sport, and the previous-generation XF Sportbrake, the model it essentially replaces in today's line-up. It's a car that seems to have very few rough edges.

As good as the Macan? Not as overtly sporty, not quite as single-minded, not as performance-oriented. But that little bit better-balanced, smoother riding in the rough, and very possibly more benign at the limit. And if Porsche isn't worried now, it soon will be: insiders suggest they may just skip the traditional R performance model and go straight for the full-bore SVR. Now that we need to experience. Watch this (s)Pace. tc

JAGUAR F-PACE 3.0D S
> **Price** not yet > **On sale** June 2016
> **Engine** 2993cc 24v turbodiesel V6, 220kW @ 4000rpm, 700Nm @ 2000rpm
> **Transmission** Eight-speed auto, four-wheel drive > **Suspension** Double wishbone front, Integral Link rear
> **Performance** 6.2sec 0-100kph, 240kph, 6ℓ/100km, 159g/km CO_2
> **Length/width/height** 4731/2070/1652mm > **Weight** 1884kg



50 years of ABSOLU



UTE BULL

Just as there are engines and then there are V12s, so there are supercars and then there are Lamborghinis – Miura, Countach, Diablo, Murcielago and Aventador celebrate 50 years of an inspired pairing

Words Chris Chilton **Photography** Barry Hayden



WHEN YOU DRIVE A Lamborghini Aventador SV the world stops – five hundred and forty kilowatts and a sound like a Lexus LFA and a Shelby Cobra duetting on a Black Keys cover can do that. Drive an SV slowly and little boys with messy hair and much older ones with none at all will freeze, rooted to the spot, and stare open-mouthed. Drive an SV fast and cars heading in the same direction but obediently kowtowing to the 120kph speed limit smear past the window like a streak of raindrops. And you do drive it fast; it's impossible not to. Think you'll be able to keep it under 160kph and avoid sending your licence on an enforced sabbatical? Forget it. The SV'll get there so quickly you'll find yourself indulging again and again, seeking out those spaces where you're convinced you won't get caught, but where common sense would say you quite possibly would. Resistance is futile so press the pedal, live for the moment – every moment – and soak up a sound mankind will soon only hear in grainy bootleg recordings passed down from their grandfathers. You can worry about the roadblock when you get there.

Except for tobacco, it's difficult to think of many things so capable of delivering joy while being simultaneously so out of step with the zeitgeist as the Aventador SV. Thirsty, polluting, antisocially overpowered and dangerously fast in the wrong hands, a V12 Lamborghini is the crystallisation of why you first loved cars all those years ago, and why you still do. A blend of classic supercar charm and modern tech, Lamborghini's most extreme production Aventador is a worthy recipient of the fabled Super Veloce badge. But is it the best Lambo ever?

One look at the Miura is enough to fill you with doubt. But one look is never enough – you can't take your eyes off a Miura. It's a tiny car in the metal; 86mm lower even than the Aventador, as beautiful and delicate as a spider's web, and a complete anomaly. Every other car we've gathered here plays by the accepted Lambo rules of supercar design: the slide rules. They're angular and angry. But the Miura is soft, curvaceous, warm, sensual. If it were a Bond girl it'd be *Thunderball*'s Claudine Auger to the Countach's Grace Jones. If it was a bond it'd be one you really ought to have kept hold of: prices have gone stratospheric in the last 10 years. This one, just restored by marque specialist Colin Clarke is worth over £1.5m (R37million at last count).

That value is as much to do with the Miura's significance as its ethereal beauty. You know the story: successful industrialist gets sick of his unreliable Ferrari, rows with the boss, claims he can do better, and creates his own cross-town car company to do exactly that. He starts with a bug-eyed GT with an engine commissioned by disgruntled ex-Ferrari man Bizzarrini, then turns the world inside out with the mid-engined Miura. *Presento, il supercar!*

Press the pedal, live for the moment – you can worry about the roadblock when you get there



Technically, the Miura's a bit of an oddball. It's constructed of steel rather than aluminium and the V12 engine, though lifted from the earlier 400GT, isn't merely mounted 1.8m further back but twisted through 90 degrees and mounted on top of the transmission, just like BMC's '59 Mini.

The first slim-hipped P400 cars (P for posterior, or rear; 4 for 4.0) produced 257kW, later bumped to 272kW for the 1968 P400S. But barring the one-off Jota, a stillborn track-ready offshoot and its handful of SVJ-badged imitators, it's the 1971 SV, the car we're driving, that's the ultimate incarnation of the Miura. That was the first outing for Lamborghini's now familiar Super Veloce name, back then not a standalone model, merely an evolutionary step, but a hugely more serious ▸

MIURA

Number built 764 (1966-1973)

Same Bizzarrini-designed V12 as the front-engined 400GT, but this time mounted behind the seats, transversely, on top of the gearbox, and fitted with four-triple-choke Webers, not six twins. Quite pretty steel body designed by Marcello Gandini at Bertone. All were coupes apart from one-off Roadster concept produced by Bertone in 1968, and a roofless SVJ converted years later for then boss Patrick Mimran. Steel monocoque chassis by Gian Paolo Dallara with input from Paolo Stanzini and Bob Wallace. Some suspension shared with 400GT to reduce costs.

Engine (SV) 3929cc 24v V12, 283kW @ 7850rpm, 400Nm @ 5750rpm
Performance 6.5sec 0-100kph, 280kph
Weight 1245kg
Length/width/height 4390/1780/1050mm

Lamborghini all the same. Fat arches covered wider but still plump-walled rubber, the earlier car's effete headlamp eyebrows gone and the V12 teased to produce 283kW.

Approach the Miura's driver's door and the car appears to shrink with each step, the roofline apparently at waist height and the push-button door release so low, hidden below the lowest of those gorgeous slats, that it's like trying to operate one of those wheelchair-accessible ATMs. Open the door and the slats come too. As a piece of design theatre it's not as outlandish as the Countach's scissor doors, but it's an interesting touch, appreciated best from the front with both doors open: you're presented with the view of a raging bull, horns and all.

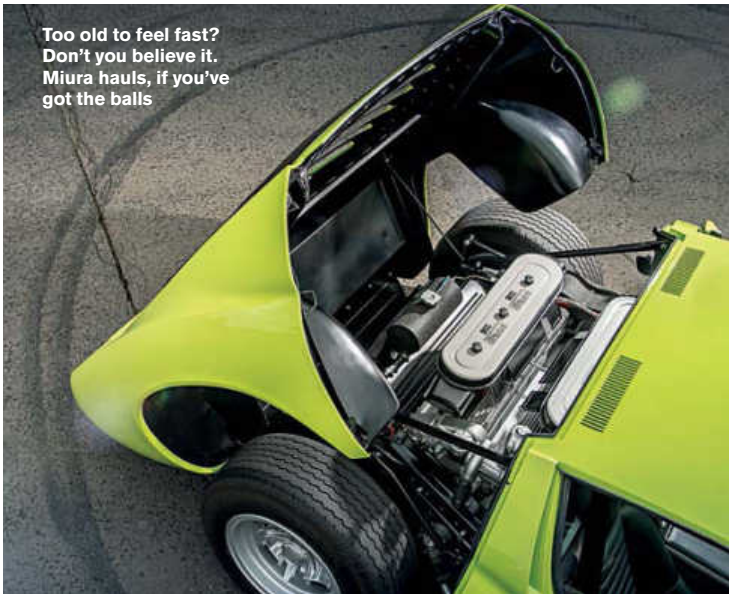
The view from the other side of the glass is every bit as cool, the windscreen pillars so vestigial you feel like you've got trinocular vision when you drop into the recumbent seats. There's little in the way of dashboard beyond the aircraft-themed console looming over the open-gated shifter, its six small gauges supplementing the two main clocks that seem to float in the ether ahead of you.

Twist the key (no starter button here, they were for uncouth racers) and instead of the grandstanding roar you're expecting the V12 gently, almost apologetically bumbles into life. The thin-rimmed steering wheel points skywards like an Area 51 satellite dish trying to intercept alien chatter, but the steering itself shrugs off its heft once you've eased the heavy clutch pedal out, wowing with delicacy and communication that you didn't expect, nudging your wrists up and down as the front tyres feel their way along the road.

There's no redline on the Jaeger rev counter but in deference to this car's freshly rebuilt motor I stick to 5000rpm, which is about 500rpm after the V12 really starts to get into its stride. The noise is immense under load, impossibly so by modern standards, a thundering wail of valvetrain, gear noise and induction roar from the brace of carbs sitting behind your head. But it's more than bluster. Even just dipping a toe into the meat of the powerband, this Miura feels rapid. Contemporary tests put the 0-100kph time at 6sec and the top speed at around 274kph – ample go given the feeble brakes imbue it with the stopping performance of an Australian road train.

Charming it certainly is, but challenging too. You want to be able to flick it around like a Ferrari Dino but you'd need both skill and bravery to really paste a Miura because by any objective yardstick it is miles less capable as a driver's car than its wedgy successor.

The Countach is a very different beast to the Miura. Harder to get into, harder to see out of, but much easier to send down the road in something like the same manner in which you'd approach the 320+kph Aventador. And so what if the claimed 322kph top speed for the original show car was pure bull? The car Ferruccio unveiled at 1971's Geneva Expo looked more than capable. Though again designed by Marcello Gandini – and borrowing heavily from his stunning 1968 Alfa Carabo concept – the LP500 prototype's crisp sheet metal and outrageous scissor doors broke all links with the swoopy



Too old to feel fast? Don't you believe it. Miura hauls, if you've got the balls

Miura, and it was the same story underneath the skin. The chassis was now a steel spaceframe, and the V12 turned through another 90 degrees – *Longitudinale Posteriore* – but with the transmission tucked under the tunnel facing forwards, unlike most mid-engined cars.

The early 276kW LP400 production cars – narrow of body, wobbly of chassis and now worth a mil – might be closest to Gandini's blueprints but it's cars like this black LP500, all arch flares, deep-dish rims and arrow-shaped spoiler, that most minds conjure when hearing the word Countach. The 1978 LP400S was first to get those mods, but ironically it mated them to a 15kW meeker V12, a flaw remedied on 1982's LP500S when a hike to 4.8 litres returned power to the original's 276kW. This is the Countach as I remember seeing it for the first time 30 years ago. Big, ballsy and ready to give any Ferrari a black eye. Today it's here and the keys are in my hand.

As with the Miura, you've still got an offset pedal box and limited seat adjustment to deal with, but this time the steering



Godfathers – the men that made the V12 dynasty



FERRUCCIO LAMBORGHINI
Tractors, air conditioners, golf buggies, helicopters, wine, supercars: Ferruccio's various businesses dabbled with them all during his 76 years. Supposedly started building cars to show Ferrari how it was done, but sold up in the mid 1970s.



PAOLO STANZINI
Dallara's second in command, the talented Stanzini was also in his 20s when work started on the Miura. Took over chief engineer duties when Dallara left, and later developed the four-wheel-drive quad turbo EB110 for Romano Artioli's short-lived Bugatti revival.



GIAN PAOLO DALLARA
The brains behind the Miura, young Dallara created the bare chassis shown at the '65 Turin show and devised the transverse engine-above-gearbox layout. Founded Dallara Automobili, which supplies chassis to the single-seater world.



GIOTTO BIZZARRINI
One-time Ferrari man had created the 250 GTO for Enzo but left in protest at Enzo's re-organisation of the engineering department. His legendary Lamborghini V12 packed twin-cam heads compared with Ferrari's singles.



No one ever tried to caption Scarlett Johansson's bottom, so we won't put one here

wheel is set at an angle that suggests humans were consulted during development. But it still feels like a Lamborghini. Flat windscreen. No indication where the nose is. Slightly scary. And I haven't even fired the thing up. Bloody terrifying once I do. If Jeffrey Dahmer sang in the shower, it probably sounded like this.

It's not that friendly to drive either, at least not at first. The controls are heavy – even on the move the steering is weightier than the Miura's, the gear change stiff – but the chassis is so much better balanced. The Miura might have been the first supercar, but the Countach is the first that looked and drove like one in the modern sense. The Aventador is about as demanding as a Kia Picanto in comparison, but you can sense the shared DNA between Lamborghini's second supercar and its latest, even if it's more philosophical than technical.

And even if it doesn't have the sledgehammer kick of the later QV, this 500S (or 5000S as it's sometimes called) pulls impressively hard for an old timer, pushing you deep into that strange buttoned therapist's couch that passes for a driver's seat, the claustrophobic cabin reverberating with a mix of exhaust beat and the voracious slurping of six twin-choke carbs. Period tests told of 5.6sec to 96kph and 275+kph top speeds without the optional wing, which held it back by 16kph. Most buyers bought it anyway, and kept buying the Countach long after its original Ferrari Boxer nemesis had given way to the Testarossa. Constant evolution was the key, the final four-valves-per-cylinder 5.2 Quattrovalvole iteration delivering a mighty 335kW – monstrous power for the time.

By 1990 though, the Countach's time was up. And so was Lamborghini's patience with Gandini. Sticking with tradition, Lamborghini had again asked Marcello to draw its next supercar but new boss Chrysler didn't like the result, judging it too fussy, and reworked the design. The Diablo's raw materials weren't that different from those of the Countach, but that V12 was boosted to 5.7 litres and ▸



COUNTACH

Number built **2049 (1974-1990)**

The V12 switches to a north-south orientation but with the gearbox under tunnel, nearest driver. Reverts to six twin-choke sidedraught carbs initially, then downdraughts for QV necessitating huge bulge in engine lid. For the chassis Lamborghini switched to a competition-style steel spaceframe for Countach. It proved weak on early cars leading to disappointing handling. Pirelli's revolutionary square-jawed P7 tyre brought a whole new look on LP400S. Bodywork – alloy panels on that steel spaceframe – was again by Gandini. It needed big cooling ducts adding to the show car's rear quarters to work. Early cars wore no arch extensions or wings – that lot came with 1978's LP400S poster boy.

Engine (LP500S) 4754cc 24v V12, 276kW @ 7000rpm, 409Nm @ 4500rpm
Performance 5.6sec 0-100kph, 274kph
Weight 1490kg
Length/width/height 4140/2000/1070mm



MURCIELAGO

Number built 4099 (2001-2010)

The V12 gains a dry sump, a drive-by-wire throttle and another stretch to 6.2-litres and 427kW for first Murcie, then 471kW and 6.5 litres for the LP640. Slick new gearbox has H-pattern and sixth ratio. E-gear paddleshift from 2003. Power ably transferred to the driven wheels via four-wheel drive and a limited-slip differential at both ends. The final outing for Lambo's now traditional steel spaceframe construction. Steel brakes initially but a carbon ceramic option followed soon after launch. Design ushered in the current obsession with creases, and in some style – Luc Donckerwolke had designed the stunning A2 for Audi and moved to Lamborghini when the Germans stormed to power. He'd already produced the facelifted Diablo before delivering its successor in 2001.

Engine (SV) 6496cc 48v V12, 493kW @ 8000rpm, 660Nm @ 6500rpm
Performance 3.0sec 0-100kph, 341kph
Weight 1565kg
Length/width/height 4705/2058/1135mm

DIABLO

Number built 2884 (1990-2001)

The V12 is upped to 5.7 litres initially and fitted with four-valve heads and multipoint fuel injection. Final cars boosted to 6.0 litres as Audi prepared to launch Murcielago. Four-wheel drive from 1993. Chassis is still a steel spaceframe mounting double-wishbone coil spring suspension with front and rear anti-roll bars, like Countach, but switches from round to square tubes for simpler construction, and high-strength steel is added to the cockpit. Bicep-busting unassisted steering until '93. Aluminium and composite body is based on another Gandini design but was substantially softened at new boss Chrysler's insistence by American stylist Tom Gale, later of Plymouth Prowler and Dodge Viper fame.

Engine (GT) 5992cc 48v V12, 429kW @ 7300rpm, 630Nm @ 5500rpm
Performance 3.9sec 0-100kph, 338kph
Weight 1460kg
Length/width/height 4430/2040/1115mm

367kW for a 325kph top speed.

A four-wheel drive VT arrived in 1993, and then, more than 20 years after bowing out, the SV badge made a return in 1995. This time it was a standalone model; more dynamic than the standard car and – incredibly – for less money, something unthinkable in modern times. With more power and rear-wheel drive (rather than the four-wheel drive of the VT), it was lighter and faster. But it wasn't the most unhinged Diablo. Among pre-facelift cars (recognisable by their pop-up lamps), the SE30 and its track-ready Jota were even fiercer. And the ultimate post-'99 cars have to be the limited run of 80 Diablo GTs.

Even in the context of the current Aventador SV, the GT is an evil-looking machine. There's something disquieting about it; the wider wings covering those three-piece OZ rims, the huge bonnet vent, that monstrous rear diffuser. When the engine's running you're conscious of not getting too close to the giant roof snorkel – just in case the 6.0 V12 snorts you down whole.

Stretched to 6.0-litres and delivering its 429kW exclusively to the rear wheels, this example is running straight-through pipes: they simply hold the door open as a stampede of V12 noise charges through from the exhaust ports. In an era where we've almost convinced ourselves that the dull blare of turbocharged engines is worth listening to, here's the real deal to set us straight. It's tempting to dismiss the Diablo as the album filler between the classics and the modern stuff. The reality – at least when it comes to these later models, if not the underdeveloped originals – is much better. After the cramped Countach, the Diablo, with its strangely drooping window line, feels bright inside, the GT's gorgeous carbon-backed buckets locking you in pace in front of the leather-wrapped, alcantara-bossed wheel. Compared to the Countach I've just stepped from, the addition of power steering transforms the driving experience. Low speed manoeuvrability feels less like a Foreign Legion fitness test, and the extra lightness at higher speeds makes it so much easier to flick the Diablo about on the move, heightening the palpable sense of agility. Yet despite that assistance, there's still feedback aplenty, the wheel gently wriggling in your hands, and sufficient traction from the 335mm rear rubber not to worry about that 429kW. This car is the surprise of the day. I've driven a GT before but this one is even better than I remember, a brilliantly judged blend of classic old school Lamborghini scariness and modern usability.

But not genuinely modern technology. That didn't really come until two generations later, and the arrival of the Aventador in 2011. Although the Murcielago, the car that followed the Diablo, and today's Aventador might look outwardly similar, they're totally different beasts beneath the skin. Where the Murcielago follows the Countach's lead, hiding a steel spaceframe chassis beneath its skin, the Aventador is



AVENTADOR

Number built 4000 so far (2011-)

Brand new V12 sticks with 6.5-litres but gets massively oversquare internal dimensions for unheard of response. New ISR paddle-shift 'box is quick but brutal and there's no manual option. Aventador brings Lamborghini's chassis tech bang up to date – core is a carbon monocell, bookended by aluminium subframes that can be easily replaced in a smash. Suspension gets fancy pushrod dampers, but only the SV's are adaptive. Donckerwolke had departed to Seat, leaving new design head Felippo Perini to create the body, which was hinted at by the earlier Murcielago-based Reventon. Roadster version had lift out panels, not Murcie's farcical canvas cap.

Engine (SV) 6498cc 48v V12, 552kW @ 8400rpm, 690Nm @ 5500rpm
Performance 2.8sec 0-100kph, 349kph
Weight 1525kg
Length/width/height 4835/2030/1136mm

built around a carbonfibre monocell. Where the Murcielago uses an evolution of Bizzarrini's four-decade-old V12, its successor's V12 is genuinely all-new, a screaming short-stroke motor worth 515kW in standard form and stretched to 552kW for the SV. Instead of conventional coil-sprung suspension, the latest Lambo uses racing-style inboard pushrod dampers.

Does it sound like we're in danger of overlooking the Murcielago's huge contribution to Lamborghini's supercar history? That wouldn't be fair. The Murcie brought carbonfibre brakes and the hugely popular e-gear paddleshift transmission to Lamborghini's V12 supercar, and with Audi bums now firmly on the boardroom seats at Sant'Agata, quality was miles better too.

The greatest fear was that Audi's steadying hand would erode Lamborghini's character, but a drive in any Murcielago, and in particular the SV – the greatest of the lot – proves those fears totally unfounded. In its swansong outing the venerable V12, by now 6.2 litres and 493kW, is an absolute behemoth. Noisy, raw and filling the cabin with more good vibrations than a mindfulness self-help CD, that V12 dominates the driving experience, intimidating the newcomer with its aural fireworks as the rev counter needle swings through the first half of its arc, then knocking the wind clean out of your lungs as it lunges for 8000rpm.

One hundred takes 3.0sec, compared to 3.4sec in the standard LP640, but the top speed fell from 340kph to 336kph – or climbed to 341kph with the smaller standard wing. Even without the big spoiler and its exquisite struts, there's no mistaking the SV for a lesser Lambo: blackout composite aero parts feature front, back and side, along with a black coating for the wheels – at 18in tiny in diameter, if not in width.

What you can't see is that Lamborghini had ditched 100kg of kerb weight with those changes, or how special they make it to drive, how much sweeter the steering is, or how strong those ▸

The missing V12s



350 GTV
Lamborghini's first car, and the first to get the Bizzarrini V12, was a stunning front-engined GT by Scaglione. Sadly it was significantly uglified for production as the 350GT, its engine detuned from almost 224kW to 201kW for manners



JARAMA
The subtle yin to the Miura's showy yang, but again with the classic V12 under the bonnet. Built on a shortened Espada chassis, its life was equally truncated, lasting two years from 1970



ESPADA
Inspired by the '66 Marzal show car, the 1968 Espada had space for four but retained all the performance Lambo buyers had begun to expect. Estoque four-door concept from 2008 hinted at a modern version, but it never made production



LM002
Sant'Agata's evilest was a V12 SUV with its roots in a project to supply off-roaders to the military. Urus spiritual successor on sale in 2018...


EW 936PA

carbon brakes are. But neither can they tell you how much better the Aventador SV is than even that. So we'll do it for you.

There's no mistaking the step-change. The new-gen V12 engine is so much smoother, revs flaring with the merest brush of the throttle, and it makes the whole car feel like it is without inertia, a sensation that the older cars can't match. Fat pillars impede your view and the seats feel like they're fashioned from slabs of granite. But get the SV rolling and it's a revelation. Not supple, despite the adaptive dampers lesser Aventadors so desperately need, but nimble, flickable, and incredibly benign. Although it retains a four-wheel-drive layout, there's so much less understeer than in the Murcielago, and nothing nasty to catch you out should you get the other end slipping and let it get out of hand. The thing's a pussycat in a tiger's skin, a serial killer with the manners of a kindly vicar, resolutely secure on the road, but more than happy to let you tease the grip on track. No V12 Lambo supercar in the type's 50-year history has been so entertaining, so forgiving. And even if you haven't got the driving skills of Pirelli test driver Marco Mapelli, you can still sense how he was able to pull off a 6min 57sec lap of the Nürburgring.

A Lamborghini's competence is almost an adjunct to its base emotional draw

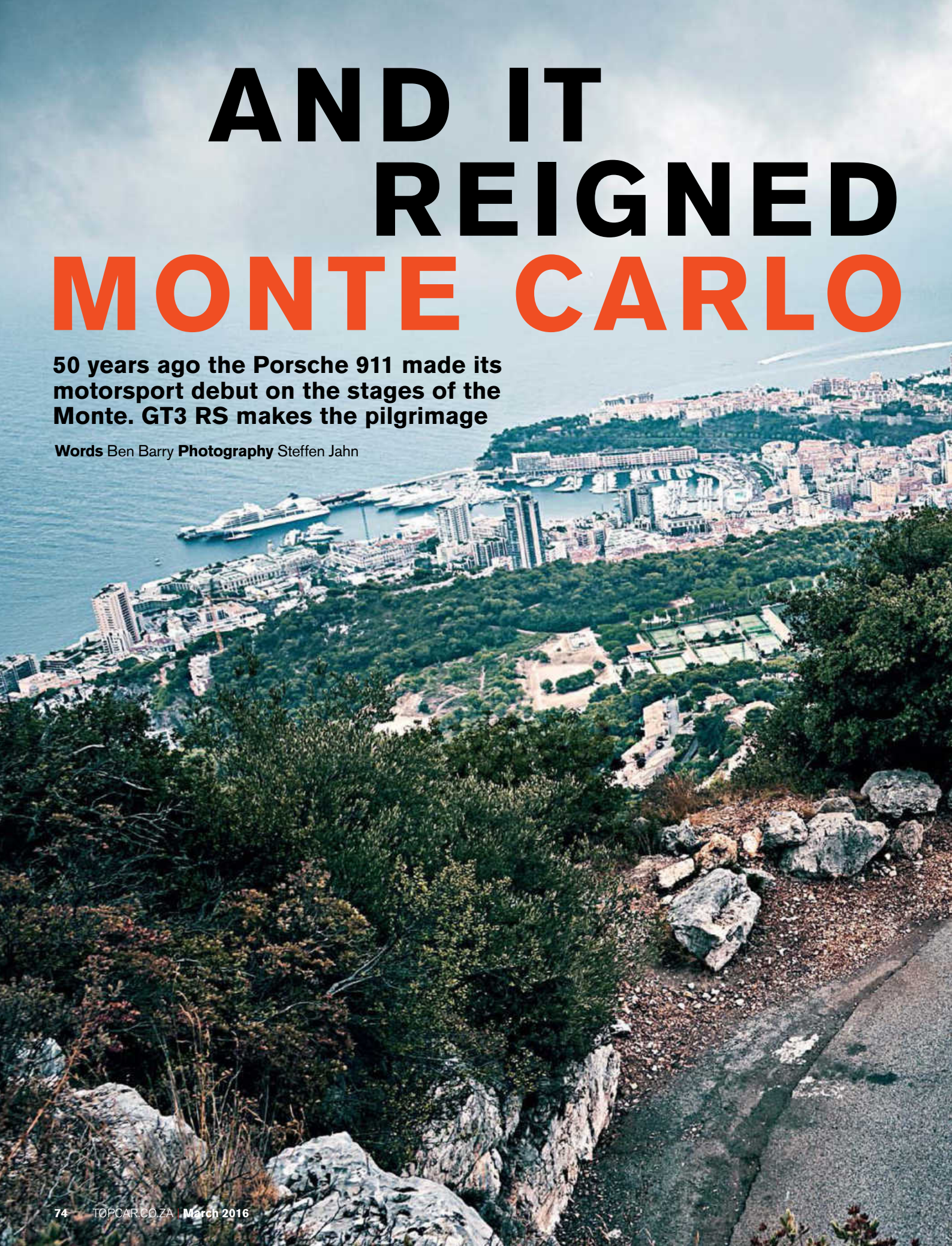
Does that make it the greatest Lamborghini? It's certainly the most dynamically able, but perhaps there's more to it than that. A Lamborghini is such an irrational thing that its competence is almost an adjunct to its base emotional draw. Which you'd grab the keys for first might well rest on the generation to which you belong, which poster you had on your wall, whether your favourite film was *The Italian Job*, *Cannonball Run* or, er *The First Wives Club* (Diablo fans really suffered for a fix). But over 40 years after it was launched, the Countach retains something truly rare in the car world, a true cross-generational appeal. It's the origin of the supercar as we know it, and in our eyes the greatest Lamborghini of them all. tc



AND IT REIGNED MONTE CARLO

50 years ago the Porsche 911 made its motorsport debut on the stages of the Monte. GT3 RS makes the pilgrimage

Words Ben Barry **Photography** Steffen Jahn



IN





THE RAIN'S STOPPED now, but the narrow road's still glistening, its fractured surface triggering the Porsche's ABS on bigger stops. Worse, the GT3 RS's steering is telegraphing mixed messages; sometimes I can feel the huge tread blocks bite, sometimes they threaten to wash right over the weathered tarmac and rust-coloured pine needles – a little extra peril on an already heart-in-mouth drive. You don't want to understeer on the Col de Turini: one mistake and there's a fairly inconsequential knee-high wall between you, lots of fresh air and some spiky stuff far below.

So I hold back through the twistier sections, accelerating hard where the road opens, revs snarling past 8000rpm in second, punching to third, squeezing the brakes before the next bend, downshifting, mouth drying, hands fixed to the wheel like vertigo on a ladder.

The RS's splitter scuffs the ground with a hi-hat ttissch through the fastest sections, gravel rattles around in the wide rear hips and the flat-six echoes off rock faces. All the while I'm hoping Herbert Linge and Peter Falk will be proud; that they'll read how we followed the trail they blazed back in '65.

Fifty years ago, the 911 made its motorsport debut on the Monte Carlo Rally, just four months after entering production. In appalling winter conditions – 90 per cent of the 237 starters recorded a DNF – the ruby-red 911, car number 147, battled to fifth overall and first in class.

'Race director Huschke von Hanstein thought it'd be a great story if we could present the car to the world's press in the Prince's Court, Monte Carlo,' recalls driver Herbert Linge. 'He wanted the car to arrive undamaged; that was actually our fundamental duty, to bring the car safely to Monte Carlo.'

Perhaps even more remarkable is the fact that von Hanstein didn't draft in rally experts: Linge and co-driver Falk were Porsche engineers. 'I was working in the testing department and also as a race engineer, and I'd driven a few long-distance rallies: Liege-Rome-Liege, Tour de France, Corsica…' says Linge. 'So I'd already shown that I could drive, and Herr Falk also had some rally experience.'

The pair got two chances to recce the route – once in autumn '64, once over Christmas – then off they went to beat the world's best: Roger Clark, Paddy Hopkirk, Ove Andersson…

Typical for the time, 147's mods were pretty basic: 2.0-litre six massaged from 96kW to around 119kW with Solex carbs swapped for Webers, polished intake ports, increased compression and a lightened flywheel; larger brakes, Boge shocks and a rear anti-roll bar were fitted; ZF locking diff and shorter final drive added; fuel tank upped from 62 to 83 litres. A metal bar under the rear numberplate and two straps below the rear screen allowed the co-driver to stand over the rear bodywork like riding a





1965 MONTE-CARLO RALLY





Twice the downforce of the previous 4.0-litre RS and still it does this at every opportunity. Honestly

Note concentration face. He could just slow down, but that wouldn't be in the spirit of Linge and Falk's '65 drive



France: no traffic, good food, great roads. And yet apparently no one home

husky sledge. If the 911 got stuck in snow, he'd help it claw extra traction.

Despite 147 being near production specification, the process of 911s being improved for and by motorsport had begun. And if you trace that process from then to now, you arrive at the 911 GT3 RS, the road car that homologates RSR racers.

Today, the bones of the car – rear engine, natural aspiration, rear-drive – remain, but at 368kW the RS's 3996cc engine has twice the capacity and three times the power of Linge and Falk's car. In fact, the spec is a significant leap over even today's 3.8-litre 911 GT3. Performance rises by a relatively small 18kW and 20Nm, and the seven-speed PDK gearbox is unaltered, but there are new rods, pistons, crank and cams; a 28mm wider turbo bodyshell; carbonfibre bonnet, boot and vented arches; polycarbonate side and rear windows; and 20-inch front and 21-inch rear alloys (the GT3 wears 20s all round).

Weight falls only 10kg, but factor in the wide body and bigger rear wheels and that's a feat in itself. On track you might feel the extra downforce – a claimed 350kg at 300kph, double that of the last-gen RS 4.0 – but that won't be so helpful through the Monte's first-gear hairpins…

In 1965, the Monte competitors started from nine points throughout Europe – London, Frankfurt, Minsk, Warsaw, Lisbon, Monte Carlo, Paris, Athens and Stockholm – but covered equidistant mileages before 'rallying' at a common start, or *parcours commun*. A combination of public roads open to traffic and daunting against-the-clock ▸



In the GT3 RS everything you do is translated directly and without filter

special stages followed.

'We started alongside 26 or 28 cars in Frankfurt,' says Linge, 'and only three arrived in Monte Carlo, the rest got stuck in the snow. These were the conditions from beginning to end.'

'The car was just perfect for the conditions, with the rear engine configuration and the excellent traction on the rear axle,' adds Falk. 'Hanstein just wanted us to get the car to the finish, but since we were both motorsport drivers and excited, that order did not fit with us. We did not disregard it, but of course we didn't want to be last!'

Our Porsche GB press car dictates a London departure, but at least I have a German – photographer Steffen Jahn – on notes for authenticity. He'll be guiding me to Chambery, close to Lyon, 1965's *parcours commun*.

A 3540km return sounds like flagellation in a race car with numberplates, but the GT3 RS's suspension is surprisingly compliant – check the relatively chunky tyre sidewalls – as we head for Folkestone and the 918 Spyder-derived bucket seats all-day comfortable. Even the rear visibility is largely unhindered by both the criss-crossing cage and 747 rear wing.

Skirting over the open expanses of northern France, the weird but inherently correct logic at play in the RS hits home: we have a magnesium roof and fabric door pulls to save grammes, but also air-con, electric windows, electric height adjustment for the carbon-backed seats, and infotainment piling kilos back on. It's a dichotomy that makes this hardcore machine easy to live with; delete it if you like, but I wouldn't.

After an overnight stop and a morning on the autoroute we arrive in Chambery, poring over the map to find the twistiest, most indirect routes to Monte Carlo imaginable. Here Linge and Falk were allowed 30 minutes' rest and a tyre swap; after 3200km, the really tough stuff was about to begin.

The first special stage lay between Chambery and Grenoble via the Col du Granier. Rauno Aaltonen drove against the Porsches in '65, steering the Mini to victory two years later. 'This was probably the most important stage,' he remembers. 'And the best: fast, winding, flowing.'

As we climb out of Chambery on the D912, the urban sprawl gives way to farmland, then forests, and Jahn folds the map with a 'we won't be needing this' flourish when we spy thick black lines smeared over the tighter corners. The road climbs into the tree line, the cambered surface flicking over bridges and wrapping round hillsides. A scattering of hairpins link flowing full-throttle stretches.

Purple clouds hang heavily above but for now it's dry, a chance to explore the GT3 RS's dynamics. Other than ▸

driving off the road, you cannot accidentally unstick the RS in these conditions. The GT3 RS's 325/30 ZR21 rear Michelin Pilot Sport Cup 2s are straight off the 918 supercar, and it feels like they'd sooner pull up the surface than relinquish traction.

I press the throttle hard, pulling back the delicate paddleshifters, up from second to third, sometimes fourth. The longer stroke – courtesy of a crank derived from the same-grade steel as the 919 Le Mans winner – means peak power is a little lower than the GT3's 8500rpm at 8250rpm. But just like breaking traction, you have to concentrate hard to snag the limiter, instinct telling you to shift earlier. And the upside is extra torque; the RS feels more flexible, more urgent.

There's comfort to be had in charging fast uphill, working against the gradient, knowing you'll stop quickly if things go wrong. But the downhill sections on the D912 are at times terrifying: a lip of road and you're eye-level with some big-tree torsos rooted tens of feet below. In the snow of '65, in a car with a tendency to understeer on slippery surfaces? Most people would've crashed before the first stage; many did.

'That Monte was the hardest in years,' remembers Linge. 'Visibility was down to 3ft in the snowstorms. The headline in *Auto, Motor und Sport* was: "The hardest thing ever!"'

In today's conditions the RS's front end just calmly follows my line, the alcantara-wrapped steering feeds back through my palms, suspension smothering undulations. Soon I start taking an aggressively early line into corners because I know the front will stick and I can have it all: fast-in, fast-out. It might sound unnuanced and detached, but it just promotes the most amazing feeling of connection, that everything you do is translated directly by the car without filter.

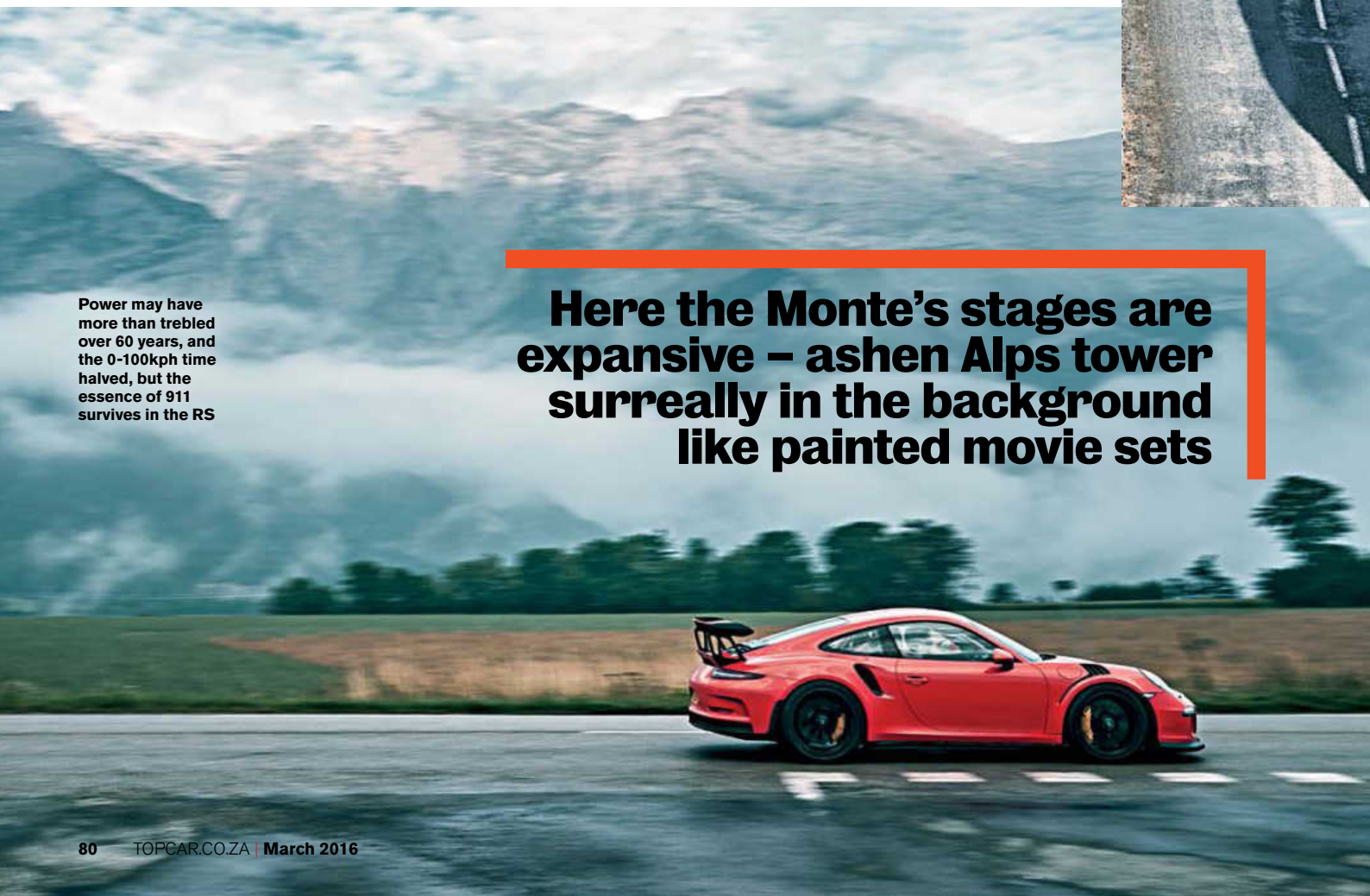
The D111 at Chamrousse leaps out from the map, a horseshoe laced with tightly knotted curls that appears cut from the topography for fun. It's a seriously challenging stage, unlike anything I've driven on the Monte before; lush and green, wide and open, framed by huge trees, more Nürburgring than Monaco. As we approach, those heavy clouds dump rain like aerial firefighters.

In the rear-view, through the polycarbonate rear screen, plumes of spray kick up. Ahead of me the wipers work hard, headlights picking out streams of water. The aggressive Michelins might be optimised for the dry, but at least they make an attempt to cut through water these days. Stability control's keeping busy, though; no unstickable rear now.

This is the kind of road where mistakes are compounded, especially on the long downhill plunges: you get your entry to one corner slightly wrong, get away with it, then find yourself out of sync for the next apex and, ultimately, out of road. In the wet, you need to invest in a run-out-of-talent reserve fund.

The next day we trace Linge and Falk's tyre tracks south to Gap, cutting across the D900 to Digne Les Bains, then the N85 to Castellane, the stages at first expansive with ashen Alps towering surreally in the background like painted movie sets. The roads are almost empty, the scant traffic easily overtaken with the





Power may have more than trebled over 60 years, and the 0-100kph time halved, but the essence of 911 survives in the RS

Here the Monte's stages are expansive – ashen Alps tower surreally in the background like painted movie sets



Tireless ceramic brakes prevent accidental use of over-the-wall short cuts

911: a rallying life

1965 Monte Carlo – Herbert Linge and Peter Falk finish fifth on the 911's competition debut
1966 Gunther Klass becomes the European GT rally champion
1967 Sobieslaw Zasada wins Group 1 and Vic Elford Group 3 of the European Rally Championship
1967 Sobieslaw Zasada wins the Argentinian Grand Prix, a 3200km road-rally, in the only Porsche of 375 entries
1968 Vic Elford drives a 911T to overall victory in the Monte, breaking the Minis' domination. Pauli Toivonen wins the European Rally Championship
1969 Bjorn Waldegard clinches the 911's second Monte victory
1970 Waldegard does it again on the Monte
1978 Jean-Pierre Nicolas claims the 911's last Monte Carlo win
1978 Vic Preston places second overall in the East African Safari, only losing the lead after striking a rock in the closing stages
1980 Jean-Luc Thérier takes victory in the Tour de Corse
1984 Porsche teams up with Prodrive, running Henri Toivonen and finishes second in the European Rally Championship
1984 Crewed by Rene Metge and Dominique Lemoyne, the 953 rally-raid 911 – forerunner to the 959 – takes victory in the Paris-Dakar
1986 The fiercely competitive team of Metge, Lemoyne and the 959 win the Paris-Dakar again
2014 Rally Germany: in the FIA R-GT Cup category Richard Tuthill gives a 911 its first WRC finish since 1984





RS's long lunges through the rev range.

It's beyond Castellane that the Monte Carlo rally starts to take shape in your mind. We cut off the N85, latching onto the D2 towards the iconic Col de Vence. The road is tighter now, threading between rock faces and the little wooden barriers that guard the plunging gorges below. You need to be millimetre perfect at speed here, really leaning on the RS's excellent but optional carbon-ceramic brakes and holding them on as you turn into corners, maximising front grip.

Somewhere up here Linge overcooked it, slamming the 911's passenger side into a snowbank, Falk throwing the roadbook onto the back seat in protest. My German co-driver's holding up well but we've got ideal conditions, and for the first time we can see the Med in the distance. We pull over, fold out the map on the large rear wing, just a whistle of wind cutting through the pines, then… what is that? The breathy mechanical thrum, the unmistakable wup-wup of two heel-and-toe down changes on the bounce; I spin on my heels, the '60s 911 whizzes past us, brakes hard to a stop, slots reverse; no way!

The owner told his wife he was going for some milk, has been gone for hours and is unlikely to be back soon. We laugh comparing his 15-inch tyres to our 21s, and he says he prefers the oldies, that he almost feels safer because there's only so much speed he can carry. Then he's gone, that quest for dairy sounding increasingly urgent on a charge downhill.

We're heading back further north now, destination Col de Turini, the climax of the rally in '65. Not long before we arrive, thunder-cracks crash out like the earth's tearing apart, then a chill wind heralds yet another deluge. As we climb up through the gorges, again there are the drops, the craggy rocks, the minimalist tumble protection, but this time it's different: that frost-fractured surface, the even tighter confines.

The RS never finds a rhythm here, feeling a size too large for these undersized roads. But you do get the sense there's a bit of old-school 911 magic to manage, the understeer if you're ambitious with your slow-corner entry speed, the way you can accelerate early and the nose swings quite aggressively for the apex. And I love how everything seems to pivot around your knees; there's a real energy to quick direction changes.

On the rare wider hairpins, I abandon the paddleshifters that twirl with the wheel and start to punch the changes ▸

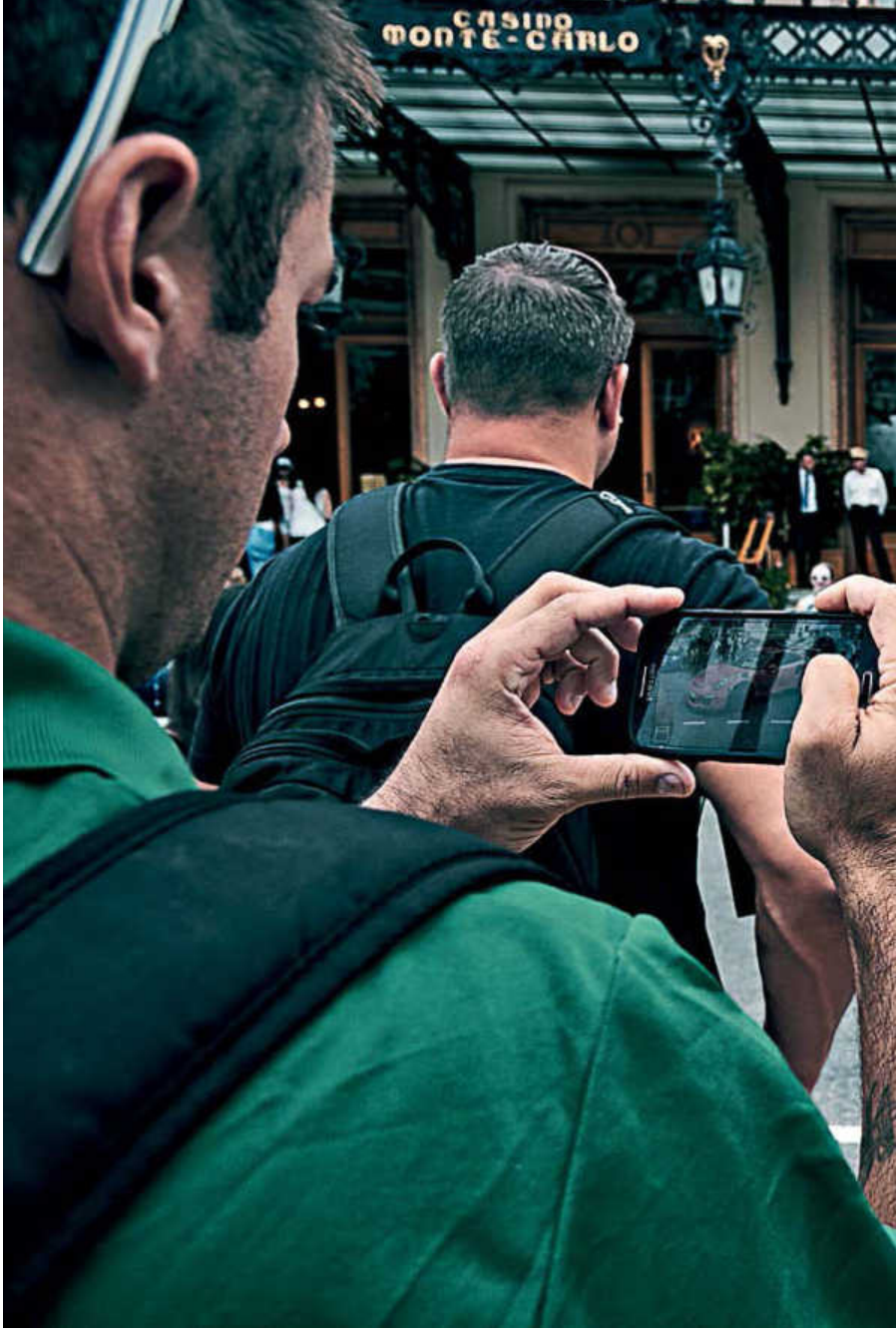
on the lever, into the hairpins in first, initiating the slide early, then riding the revs and pulling for second with the back end twerking; the 911 goes all-consumingly feral, but it's also unintimidating, balanced, communicative.

Linge and Falk had saved new studded tyres for the Col de Turini, but Porsche had also entered a 904 for the Monte and Eugen Bohringer and Rolf Wutherich were in second. Team orders dictated they got the new rubber, so car 147 was doing the Turini on used studs or nothing at all. 'If we'd had more spiked tyres that would have helped us gain two or three places,' estimates Linge. 'The bald tyres were not so great.'

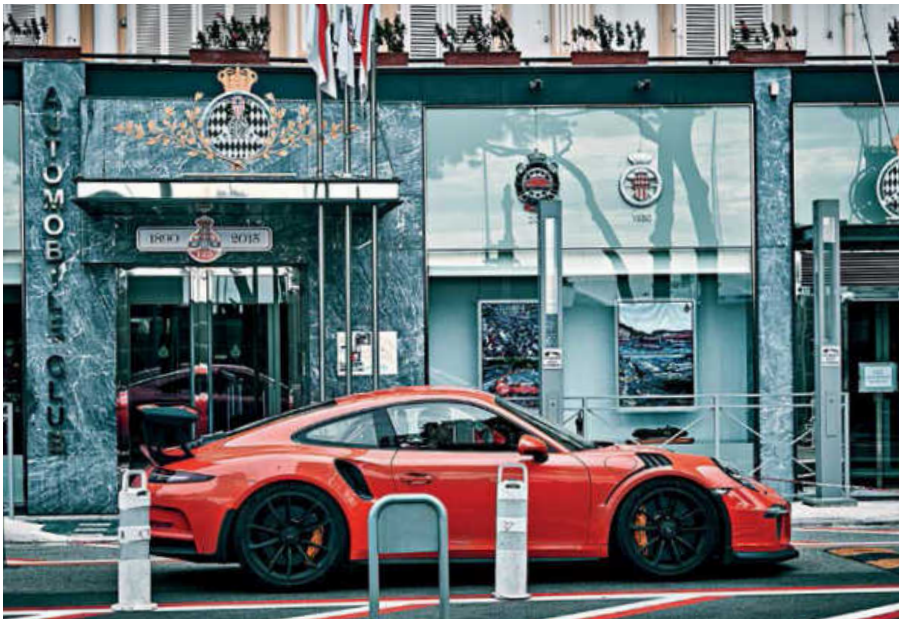
We take shelter at the 1607m-high stage summit, sipping coffee in the Hotel des Trois Vallees, looking at the signed pictures of rally stars, then skirt back down the D2566, through the narrow streets of Sospel, getting into a stride on the D2204 – wider, better sighted, more RS-friendly – as the Alpes Maritime tumble towards the coast. Over one and a half thousand kilometres since we set out, now exhilarated and tingling with exhaustion, finally we're looking out over Monaco, flat-six pulsing, the sickly stench of toasted brake pads carrying on the air.

In the terrible conditions 50 years ago, the nimble, front-drive Mini driven by Timo Makinen got here first. But it was still a publicity coup for Porsche: the 904 took second, Linge and Falk's 911 fifth, photographed outside the royal palace as Prince Rainier and Grace Kelly looked on. It surprised the press, many at Porsche too.

'There were certainly people at the company who were











Ruthlessly race-honed, says Porsche, but GT3 RS looks spectacular

Monaco's marshals – ready to deal with spilt champagne or a dropped Hermes in a heartbeat

sceptical beforehand,' says Linge. 'They thought it reckless to enter with such an untested car, but after it went well everyone was happy that the 911 could perform so well right away.'

'With a little more luck they could've finished higher,' remembers rival Aaltonen. 'The 911 understeered through slow corners, but the rear-mounted engine gave fantastic grip on the way out and the engine's torque made it easy to drive compared with our high-revving Cooper S. The 911 also had 15-inch tyres compared to 10 inches on the Mini, a big advantage for the Porsche because it gave much longer tyre life.'

Soon after the celebrations, car 147 was sold without its engine to a dealer in Munich, then raced by French privateer Sylvain Garant before disappearing. Years later, rediscovered by a Monegasque Porsche specialist, it was sold to a German collector, and in June 2013 arrived at Porsche Classic. It was restored before the 50th anniversary of its most heroic feat.

147 is an incredibly important piece of motorsport history, a car that raised expectations ahead of Vic Elford's first win for a 911 on the Monte in 1968. Bjorn Waldegard followed up in '69 and '70, and Jean-Pierre Nicolas was the last man to win the Monte in a 911 in '78. Porsche hasn't had a factory-supported world rally programme since Prodrive ran Henri Toivonen in a 911 SC RS in the '80s. But when the FIA introduced the R-GT Cup for 2015, a route for the 911's return to world rallying was opened up. So if you go to the Col de Turini or Sisteron you'll hear that flat-six barking in anger again. Half a century after Linge and Falk's incredible debut, the 911 is still doing the business in the mountains above Monte Carlo. tc

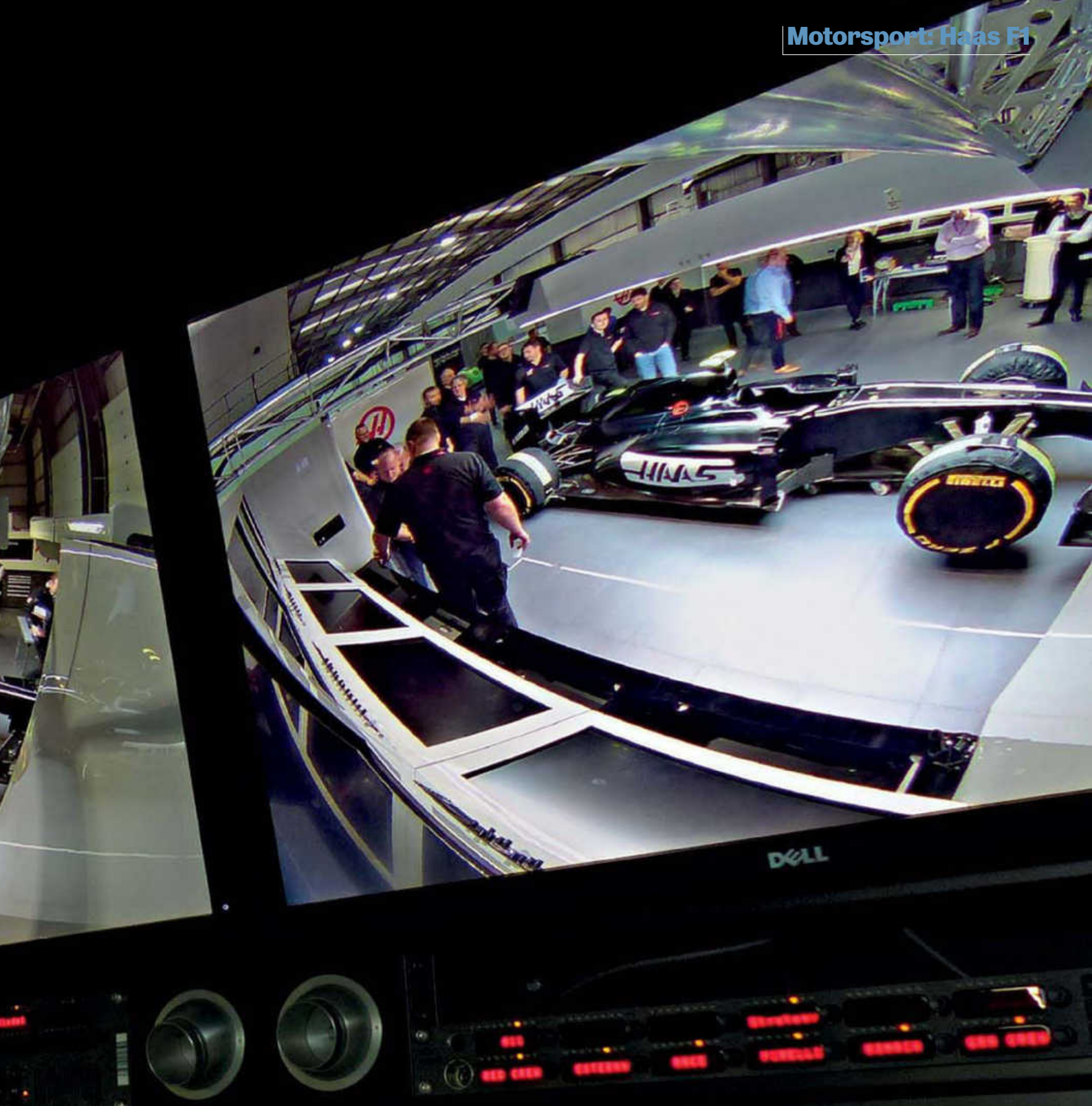
PORSCHE 911 GT3 RS
Price TBA
Engine 3996cc 24v flat-six, 368kW @ 8250rpm, 460Nm @ 6250rpm
Transmission Seven-speed dual-clutch, rear-wheel drive
Performance 3.3sec 0-100kph, 310kph, 12.7ℓ/100km, 296g/km CO2
Suspension MacPherson strut front, multi-link rear
Weight 1420kg
Length/width/height 4545/1880/1291mm

PORSCHE 911 (1965)
Engine 1991cc 12v flat-six, 119kW @ 6200rpm, 190Nm @ 5000rpm (est)
Transmission Five-speed manual, rear-wheel drive
Performance 7.5sec 0-100kph, 193kph
Suspension MacPherson strut front, longitudinal torsion bars
Weight 1050kg (est)
Length/width/height 4163/1610/1321mm

Was ist Haas?

The Americans are back in F1 for the first time since 1986. What is Haas F1? Who are the people behind the operation? Why are they likely to succeed where others have failed? **Dieter Rencken** visits NASCAR country to find out

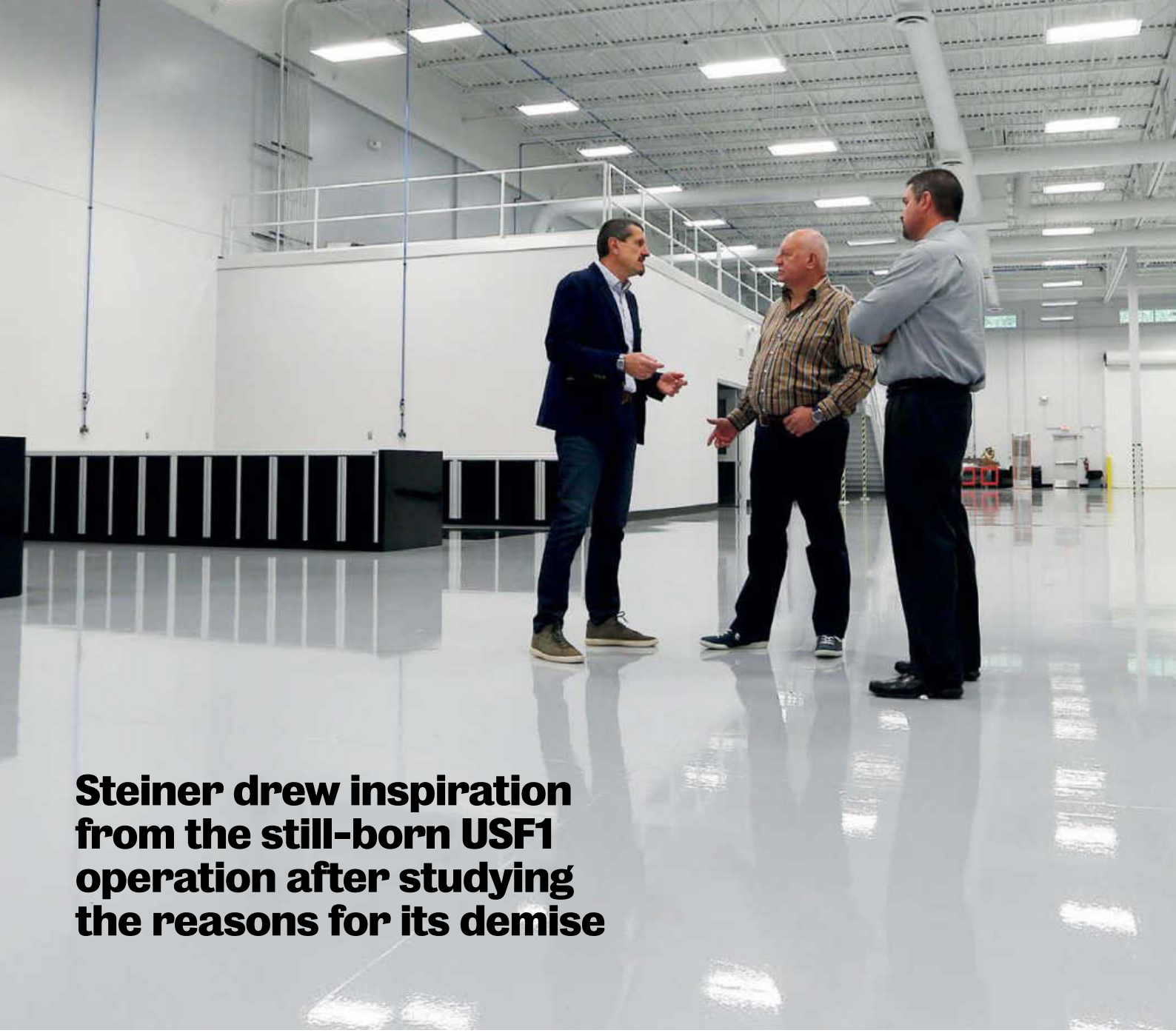




T'S IRONIC THAT the still-born USF1 operation spawned F1's newest team – Haas F1, which debuts in Australia in March. But the reality is that without that brave, ill-fated 2009/10 project, the progenitor of ex-FIA president Max Mosley's doomed 'budget cap scheme', it is doubtful whether the first all-American Formula 1 programme in 40 years would exist, let alone be on-target with debut preparations.

Haas F1, the brainchild of Italian-US émigré Guenther Steiner, whose long technical career in international motorsport in categories as diverse as F1, NASCAR, WRC and DTM includes a stint as technical director of Jaguar Racing, is even based in the same town as was USF1, namely Charlotte, North Carolina. Indeed, Steiner drew his inspiration for the team from USF1 after studying the reasons for its demise.

'It would not be fair to say I learned what not to do from those teams,' says the lanky Steiner, who harks from Italy's South Tyrol German-speaking area, 'but there certainly were lessons to take aboard.' Having overseen Red Bull's Toyota NASCAR programme before starting a carbonfibre business in NASCAR's heartland, he knew USF1's principals well, and charted the team's downfall from close quarters. ▸



Steiner drew inspiration from the still-born USF1 operation after studying the reasons for its demise

He concluded that F1's various barriers to entry made it impossible for mere mortals to start an F1 team from scratch, unless, that is, they drew on the backing of billionaires. Even then, the longer he reflected on the collapses of three teams to have joined the sport in 2010 – HRT, Caterham, Marussia – the more he realised that a different model was vital for any new entrant.

Thus he scoured the regulations, and identified a grey area: F1's 'listed parts' clauses. (See sidebar). He decided a co-operative deal with a major team was a must – a process that coincided with Ferrari's plans to run a third car, if permitted. Thus he used Ferrari contacts from his Italian motorsport days, and quickly a plan crystallised: If he found the necessary backing Ferrari could be interested.

After putting his plans before various prospective backers he found a sympathetic ear in Joe Custer, who oversees various motorsport projects – including the successful Stewart-Haas Racing NASCAR team – for Californian machine tool magnate Gene Haas.

Custer sold Steiner's plan to Haas – this process alone took a year, and was eventually agreed in an up-market Charlotte grill-house. Haas, though, immediately grasped Steiner's concept, as SHR operates to a virtually identical model with Hendrick Motorsport* – NASCAR's Ferrari team, if you like – before 'adding our own value', as Custer calls it.

'We're not trying to be soup to nuts (US supermarket expression for "A-Z") by creating every aspect of the car and team in NASCAR,' explains Custer, a long-time American racing manager, 'and we don't intend doing it in F1.'

However, as is F1's way, goal posts kept changing – 'B' teams were mooted, then customer cars – but Steiner kept adapting his model even after Haas bought in. Ferrari was approached, with Gene sweetening the deal via an offer of machine tools for the Fiat Chrysler

Our man Dieter (middle) asks team principal Guenther Steiner (left) how they get the floor so shiny. Mike Arning, from the PR team, is not amused

Preparations at the ex-Marussia facility in Banbury look on track. It's just missing that one vital component required of any racing outfit, you guessed it, a race car

LISTED PARTS

Components to which teams hold the intellectual property, making the parts unique – in turn defining whether they qualify as 'constructors'. Only bona-fide constructors may enter the FIA Formula 1 World Championship, and only constructors are eligible for shares of F1's revenues.
The primary 'listed' part is the monocoque or chassis, while most of the car's 'wetted parts' – parts that get wet should water be sprayed over it – are listed. Although the list has been considerably truncated – and now excludes items such as pedal box assemblies and steering wheels – moves are afoot to reduce the list further on cost grounds.
Procuring non-listed parts from a sympathetic partner team – Ferrari in the case of Haas F1 – enables start-ups to concentrate on producing only listed parts, saving both time and money most needed. Their unique relationship could see Haas F1 eventually supplying Ferrari, and vice-versa on a barter basis. Going into 2016 F1's listed parts are:

Monocoque, Survival cell as defined in Article 1.14 of the F1 Technical Regulations, **Front impact structures** used to meet requirements of Articles 16.2 and 16.3 of the F1 Technical Regulations, **Roll over structures** as regulated by Article 15.2 of the F1 Technical Regulations, **Bodywork** as defined in Article 1.4 of the F1 Technical Regulations and regulated by Article 3 of the F1 Technical Regulations with the exception of airboxes, engine exhausts and any prescribed bodywork geometries, **Wings, Floor and Diffuser.**



Alliance. He also took up Ferrari's reciprocal sponsorship proposal, and thus one hand washes the other, making the partnership unique in F1.

Once Steiner's business plan was complete with all components in place, Haas approached the FIA for an entry slot – and then nail-biting started, for the governing body threw the process open to all-comers, each of whom had to undergo strict due diligence checks. Of three applicants for two grid slots, in April 2014 only Haas F1 received the nod – with a proviso: the team be up and running by the 2015 season.

Aware that the primary reason for USF1's failure was that preparations were rushed through, Steiner pushed for a year's grace on the strict understanding that Haas take up its entry for 2016, then formalised the Ferrari deal with then-president Luca di Montezemolo and team boss Stefano Domenicali. Both left the company shortly thereafter, but Steiner has nothing but praise for both them and their successors.

In terms of the agreement, Haas F1 procures non-listed parts where possible, including powertrain and front/rear running gear, electronics, systems and hydraulics, and has access to Ferrari's wind tunnel on a ring-fenced contract basis. Design is in the hands of renowned race-car constructor Dallara, again a close Italian contact of Steiner's, but under the direction of Rob Taylor, with whom Steiner worked at Jaguar.

According to Taylor, eight dedicated Haas F1 technical heads complement 80-odd engineers supplied by Ferrari/Dallara, with the overall plan being to design and build a car 'that is competitive enough to take advantage of Ferrari's aid and powertrain, and initially enable us to qualify mid-grid.'

'Why do we have a deal with Dallara in Parma when we have access to all these facilities both in-house and in the Charlotte area?' asks Steiner rhetorically, the latter in reference to the city's long-established race engineering infrastructure that rivals anything ▸

KEY PERSONNEL



GENE HAAS
Team owner

Founder and president of Haas Automation, the largest CNC machine tool builder in North America. Motorsport pedigree includes two NASCAR Sprint Cup titles under the banner of Stewart-Haas Racing.



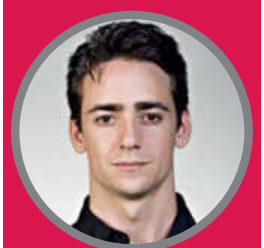
GUENTHER STEINER
Team principal

30-year motorsport career began as a mechanic for a rally crew. Was soon managing for various rallying outfits including Prodrive and M-Sport (WRC). Switched to Jaguar F1 in 2002 and later Red Bull Racing before moving to NASCAR.



ROMAIN GROSJEAN
Driver

F1 record: 83 starts, 10 podiums, 1 fastest lap



ESTEBAN GUTIÉRREZ
Driver

F1 record: 38 starts, 0 podiums, 1 fastest lap





Europe has to offer. 'To keep the risk low of screwing something up. Normally, if you get too sharp, you cut yourself…'

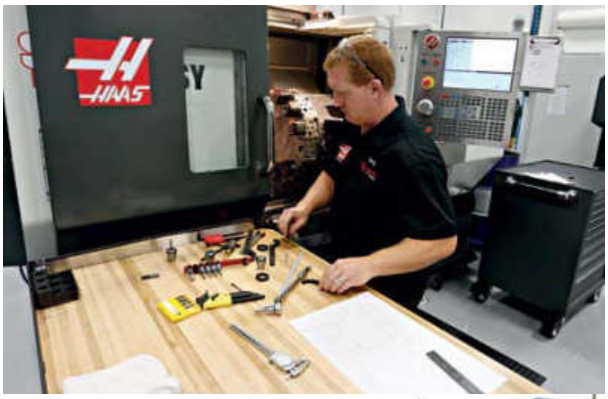
In addition to the Dallara headcount complement, the team draws on 120 staff spread across the globe, including a crew in Kannapolis, a Charlotte satellite town – in a custom-built 14000 square metre facility at 6001 Haas Way, a block from SHR (4001 Haas Way), and equipped with all facilities, including an F1-standard carbonfibre 'clean room'.

Just ten minutes away is the state-of-art Windshear windtunnel – owned by (Gene) Haas – but initially the aerodynamics task force will be based within Ferrari, with the race and logistics teams operating out of the former Marussia operation in Banbury, purchased on bankruptcy auction late last year.

Despite the close Ferrari link, Steiner is adamant that Haas F1 information is removed after each simulation 'run': 'We rent wind tunnel time from Ferrari and it's our people who run the tests,' he explains. 'We have no interest in developing Ferrari's car. That does not make us look good, and does not help our project.' A subsequent FIA investigation proved Steiner to be totally correct – see sidebar.

Although Steiner disputes Haas F1 will be little more than a Ferrari customer team doffed up in different colours – final livery has yet to be decided, but Gene Haas suggests 'probably yellow' – he admits 'when you buy in the powertrain, which has specific radiator and energy recovery system requirements, fuel cell and complete front and rear suspension, the two designs are bound to look similar…'

A perennial question put to Steiner during regular 2015 paddock visits was that of driver line-up. He partially answered that with the signing of Romain Grosjean in September – a shrewd choice given the Franco-Swiss's podium visits and experience with Lotus. He makes no secret of the fact that racing with





The team's impressive HQ in Kannapolis, North Carolina, proves Haas is taking F1 seriously

Haas F1 draws on the services of more than 200 people split across various teams working out of Charlotte, USA, Banbury, England and Parma, Italy. Given the facilities, and the calibre of the key personnel, America's F1 team is off to a good start



Ex-Marussia facility in Banbury to handle race and logistics

THE FIA VIEWPOINT

That Steiner's exploitation of F1's aero/intellectual property regulations ruffled feathers became clear during the Abu Dhabi Grand Prix weekend, when Mercedes, frustrated by not receiving concrete answers after requesting clarification as to what is (and not) permitted, registered an official request for settlement from the FIA stewards, in the process implying that Ferrari/Haas could be in breach of regulations.

After much deliberation the stewards ruled that the wording of various regulations was ambiguous, and found that Ferrari/Haas had not acted improperly. In addition, they decreed that new teams apply for entry – as opposed to lodging an entry – should fall under FIA jurisdiction the moment their application is accepted, rather than when the entry is accepted. In Haas's case that timeframe was two years.

They also suggested that aero staff should be placed on 'forced isolation' for six months whenever they switch teams, and Ferrari/Haas placed a number of engineers (believed to be 18) on gardening leave before they could return to their original employer…

However, the overall verdict was that Ferrari and Haas had acted totally within the regulations, although the verdict closed the door on future co-operations. Which proves how shrewd Steiner had been in his original interpretation of the regulations – with the team benefitting accordingly…



‘We have no interest in developing Ferrari’s car. That does not make us look good, and does not help our project.’

Ferrari hardware played a part, but he equally satisfied himself of the veracity of the project before putting pen to paper.

In Mexico the final part of the driver puzzle dropped into place with confirmation that Ferrari tester / simulator driver Esteban Gutiérrez would partner Grosjean. Although the Mexican is backed by compatriot Carlos Slim, allegedly the world’s richest man, such financial support is not vital given the health of Haas Automation, which sees Mexico’s burgeoning automotive industry as a major market.

As this is written just over two months remain to the first pre-season tests, and then Haas F1 no longer has any place to hide. But there is no disputing that the team studied the regulations, did its homework, has taken its time, and, crucially, invested the wherewithal in what started as the dream of a Tyrolian butcher’s son, which he in turn sold to an artisan-turned-billionaire – and to the FIA, and might of Ferrari.

In the process they have delivered F1’s first American team in four decades, and, even if Haas F1 fails to win a single grand prix, that alone is a towering achievement. The fact that Mercedes ran to the FIA over Haas’s modus operandi (see sidebar) speaks volumes.

***The SA connection: Hendrick Motorsport’s Vice-President of Competition is Johannesburg-born Ken Howes, who moved to the USA as crew chief for Sarel van der Merwe’s IMSA project, and accompanied ‘Supervan’ when he transferred to Hendrick’s (winning) Chevrolet Corvette GTP team. 67-year-old Howes oversees Hendrick’s day-to-day competition activities, encompassing teams, crew chiefs and human performance, along with at-track logistics and execution.** tc

BUDGET

By electing to go the co-operative route Haas has saved the need for a full team infrastructure – although billionaire Gene Haas could clearly afford the set-up costs. Main expenditure to date has been the purchase of the ex-Marussia facility, and building the Haas F1 facility in Kannapolis, outside Charlotte – which could in time also house parts of the NASCAR operation.

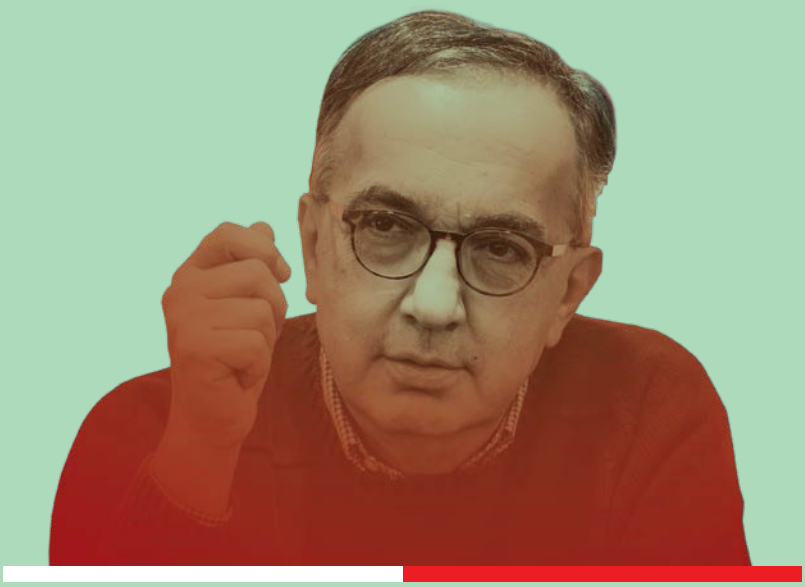
Haas F1 incurred development and windtunnel costs at both Ferrari and Dallara, and if Force India is any guide – the team has windtunnel contracts with Toyota, and previously purchased engineering services (on non-listed parts) from McLaren, thus providing the closest operational comparison – then such costs run to around EU60m initially and EU40m annually thereafter given that listed parts are now excluded by FIA decree.

Steiner has pitched Haas against Force India and Toro Rosso, which means headcount of around 320 (including the future Dallara complement) and an overall annual budget of EU120m, including engines. But, the team has what is effectively a second-tier Ferrari, so could take the fight to Williams...



F1's life in his hands? Vettel and SF15T together won three races in 2015, despite an inferior package to Mercedes' W06. In 2016 three wins won't be enough

‘Be terrified by the arrival of Spring’



That’s the message from Ferrari boss **Sergio Marchionne** to his F1 team. Failure in 2016 is not an option, then. But can they deliver?

Words Tom Clarkson

A FRIENDLY WARNING from the president of Ferrari is a bit like a friendly warning from Don Corleone. Best to heed it, especially as this isn't Sergio Marchionne's first expression of dissatisfaction at his team's performance. Patience may be wearing a bit thin.

In his first address to the Scuderia in November 2014, he described Ferrari's first win-less season since 1993 as damaging to the Ferrari brand. 'If we don't improve quickly,' he said, 'we will have to consider our long-term future in F1 because this level of performance is affecting our credibility in the road car market.'

One year on and Marchionne states his view even more strongly. 'If I can give some advice to all those who work at Maranello,' he said before Christmas, 'it's to be terrified by the arrival of Spring. The only way we will get respect from our rivals is if we see something in Melbourne.' A sobering thought, with that season-opener in Australia on 20 March barely two months away.

To add to the pressure, it's not just Ferrari itself that needs Ferrari to succeed in 2016 – the whole sport badly needs it too. F1's global television audience is shrinking and a bona fide on-track battle is the only way it will reverse the trend.

The problem is Mercedes. Their recent domination has become monotonous, dyspeptic even, because Lewis Hamilton has flattened all challengers. The mass audience doesn't like a serial winner: only in the USA were TV ratings up in 2015; everywhere else the sport was in decline – even in the UK, Lewis's homeland. British fans further demonstrated their disapproval at the BBC's Sports Personality of the Year, where Lewis lumbered in fifth – behind the controversial boxer Tyson Fury. It was virtually his worst result of the entire season.

Not for the first time then, Ferrari holds the key to F1's revival. The team won three races last year and their rate of development remained linear throughout the season. By season's end there wasn't much to separate Ferrari and Mercedes, but the Scuderia lacked the necessary ▸



Despite Mercedes' runaway success in 2015, Vettel finished the season just 44 points behind Rosberg

‘F1 would change without Ferrari, it would be something else. Nobody would be interested in F1 without Ferrari, not even Mercedes’

Vettel’s ‘victory finger’, which we got used to in his Red Bull days, on show at Singapore 2015. More of that needed now

6 reasons why F1 will feel different in 2016

> NEW TEAM
There will be a new team on the grid and, unlike other newcomers in recent years, Haas F1 could challenge for points from the outset. Its technical tie-up with Ferrari will provide many short-cuts and, in Romain Grosjean, it has a very good driver.

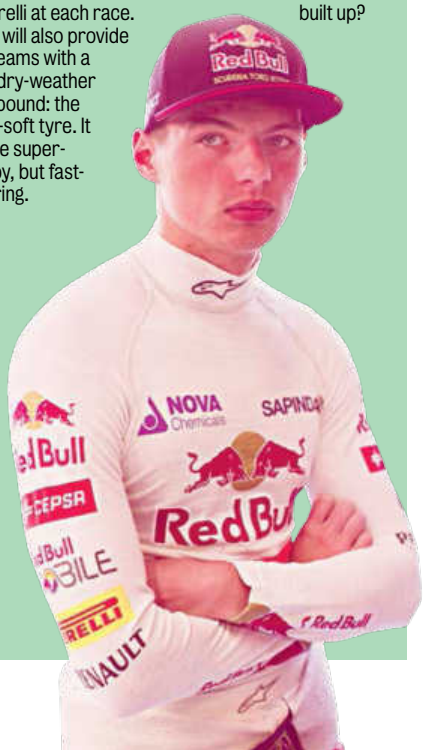
> LONGEST EVER CALENDAR
There will be 21 races, which is two more than in 2015. Germany comes back after a year off and F1 has a new street race in Baku, Azerbaijan. The race runs back-to-back with Montreal, which could prove a logistical nightmare.

> GREATER TYRE CHOICE
Three, rather than two, tyre compounds will be made available by Pirelli at each race. They will also provide the teams with a fifth dry-weather compound: the ultra-soft tyre. It will be super-grippy, but fast-wearing.

> MCLAREN WON’T BE RUBBISH
Honda’s power unit will have significantly different architecture this season. It can’t be any less competitive than the recalcitrant lump that humbled Alonso last year...

> RENAULT’S BACK!
Renault will have its own F1 team for the first time since 2009. It bought Lotus just before Christmas and one of its drivers will be newbie, and former GP2 champ, Jolyon Palmer.

> MAX, NOW WITH ADDED EXPECTATION
King of the overtakes Max Verstappen (below) will still be a teenager, but he’ll no longer be the new boy. Can he maintain the momentum built up?



‘We take the Ferrari threat, very seriously,’ says Merc team principal Toto Wolff. ‘But it’s good; I think it is important for F1 that there is more going on in the front.’

Vettel and Hamilton at Monaco 2015. Tellingly, it’s not easy to find a shot of them in close proximity on track

consistency to mount a title challenge. At some tracks the SF15T was mighty, at others it looked relatively ordinary. Take the back-to-back races in Singapore and Japan: Sebastian Vettel dominated at Marina Bay, but he finished a distant third at Suzuka less than a week later. Different circuits and different tyre compounds, but the team knows it needs to reduce those peaks and troughs.

‘If we do everything that we intend to do over the winter,’ says Ferrari tech boss James Allison, ‘then we have a realistic chance that next year will be a classic, both for the sport and for Ferrari.’ These are encouraging words for two reasons. First, Ferrari are aiming high with their new car; they want to win and are not talking about a ‘transitional year’, which has been their get-out clause for the past few years. Second, the team has always set achievable goals under Allison’s leadership. The progress made with the SF15T last year was exactly what he expected prior to the first race and there’s no reason why the team shouldn’t achieve its design targets this time around.

The bedrock of the team’s 2015 resurgence was its power unit. Using GPS and acoustic data, rival teams calculated that there was little to separate Ferrari and Mercedes, with both power units producing significantly more than 670kW in qualifying trim. That placed them at least 45kW ahead of Renault and Honda.

At the Autodromo Hermanos Rodriguez in Mexico, where altitude and a 1.2km pit straight placed great emphasis on hybrid efficiency and raw power from the internal combustion engine, Vettel was just 0.3sec slower than pole-sitter Nico Rosberg. It was a similar story at Monza, another power track, where Kimi Räikkönen qualified only 0.2sec shy of pole.

‘The guys working on the power unit did a phenomenal job last winter,’ says Allison. ‘They ran out of time, not ideas, and I hope they can make more progress ahead of next season. But there have been similar levels of progress across the car, in the wind tunnel for example, which is why we’re excited about next season.’

As the Ferrari aerodynamicists pile on more downforce, they will need to be careful not to eliminate one of the SF15T’s strongest points: tyre life. The car was significantly stronger in this area than the Mercedes W06, which was why it performed so competitively in extreme heat (Malaysia, win number one) and on Pirelli’s softer





tyre compounds at Monaco and Singapore. But Allison and his engineers are mindful of this and any extra downforce will no doubt be spread evenly across the car.

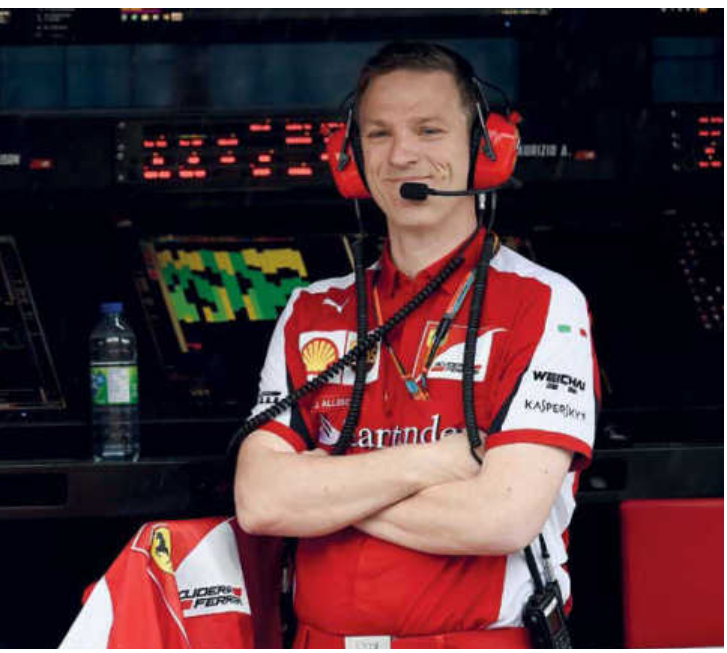
Such bullish talk from the tech chief will be welcomed by Marchionne, who clearly believes in the stick rather than the carrot. But he hasn't limited his threats to within Maranello; he's also flexed Ferrari's political muscle with the FIA. At the end of last year he exercised the team's power of veto to halt the introduction of a cheap 2.2-litre V6 twin-turbo engine in 2017, and he's now dishing out threats to quit the sport, should any political influence be wrestled away from the Scuderia in the future.

'Ferrari could find other ways to promote itself and to race,' says Marchionne. 'F1 would change without Ferrari; it would be something else. Nobody would be interested in F1 without Ferrari, not even Mercedes.'

Whether F1 without Ferrari would be the disaster that Marchionne predicts is debatable, and you have to wonder what else the Prancing Horse would place in its new €40m F1 headquarters, which it opened last summer. That's to say nothing of the Concorde Agreement, which binds all of the current teams to F1 until 2020. But what's indisputable is that Ferrari is a more vociferous member of the F1 Establishment under Marchionne than it was in the latter years of Luca di Montezemolo's reign.

A season-long battle between Ferrari and Mercedes would also allow Hamilton and Vettel to shape their legacies. Between them they've won seven of the last eight drivers' titles and a total of 85 grands prix, but both men still have their doubters. They've had the benefit of driving the best car in their title-winning seasons and a no-holds-barred fight between them would shed light on their levels of greatness.

Hamilton's speed has never been in doubt, but his record under pressure remains a bit nebulous. Better the hunter than the hunted, as proven by his inability to nurse his injured car to the finish in Canada 2014 while team-mate Nico Rosberg finished second with the same technical issue. There have been moments of madness too, such as his (yes, his) decision to pit under the Safety Car at Monaco last year, which lost him the lead of the race and cost him victory.



Tech boss James Allison on Vettel: 'He delivered miracles, lap after lap, race after race' – no wonder he is smiling

'Lewis's speed isn't in doubt,' says former F1 driver Juan Pablo Montoya. 'But he does make mistakes, particularly when he has someone breathing down his neck, or when he feels hard done by. Don't get me wrong: he's a great driver, but he still needs to convince me in that area.'

Vettel's critics point to him driving easily the best car during his four title-winning seasons and his reputation was tarnished in 2014 when he was outperformed by teammate Daniel Ricciardo. Seb arrived at Ferrari needing to reassert himself, and he's done all he can against Räikkönen.

'We didn't have as good a car as Mercedes last year,' says James Allison in Seb's defence. 'Yet Sebastian won three races with it. We asked him to work miracles to put our car in a competitive position because it wasn't good enough to be a winning car. He delivered those miracles lap after lap, race after race.

'You want lots of things from a driver: you want him to be fast and not to make mistakes, and quite often the type of character who ticks both of those boxes isn't the most sympathetic person to get along with. But Sebastian is very straightforward and he keeps his ego in check because he wants to be a part of the group.

'I've worked with two drivers who really, really understand the value of being in a team: Michael [Schumacher] and Sebastian. That's not to denigrate the others, but it's a particular strength of Sebastian's and it was a particular strength of Michael's.'

Hamilton and Vettel have had remarkably few on-track battles during the 154 GPs that they've contested together. They didn't fight wheel-to-wheel at all last year, despite Vettel getting onto the podium 13 times, and you have to go back to Formula 3, to the Lausitzring in 2005, to find their last true wheel-to-wheel dice. Hamilton came out on top, but Vettel kept him at bay for several laps on a damp track.

'Lewis is a great driver,' says Vettel. 'He deserves the success he's had these past couple of years, but I think I can challenge for the title next year and that means taking on Lewis. I think we'd have a good battle. You have to believe in yourself as a driver and, as a team, we've learnt a lot that should help us next season. Hopefully we can be a match for Mercedes, or be more competitive than them; that's the aim.'

Hamilton is equally excited about the prospect of taking on Vettel. 'I saw a photo the other day of Nigel [Mansell] and Ayrton [Senna],' he says. 'They were wheel-to-wheel down the main straight at Barcelona; they had sparks coming out and it was really spectacular. I can't wait for that to be me and Sebastian. Imagine if we had a race like Bahrain 2014, where Nico and I were back and forth, back and forth. That would be the most exciting thing ever!'

Clearly, the drivers are up for the fight in 2016, as are Ferrari. Even the Mercedes management wants more of an inter-team battle this year. 'We take the Ferrari competition, the Ferrari threat, very seriously,' says Merc team principal Toto Wolff. 'But competition is good; I think it is important for F1 that there is more going on in the front.'

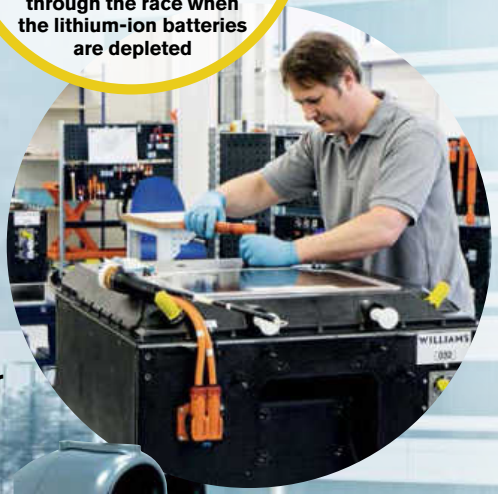
A recipe for fireworks? For the sake of the sport, the fans, the drivers and of course Ferrari, let's hope so. TC

TECH KNOW.

The innovations transforming our driving world

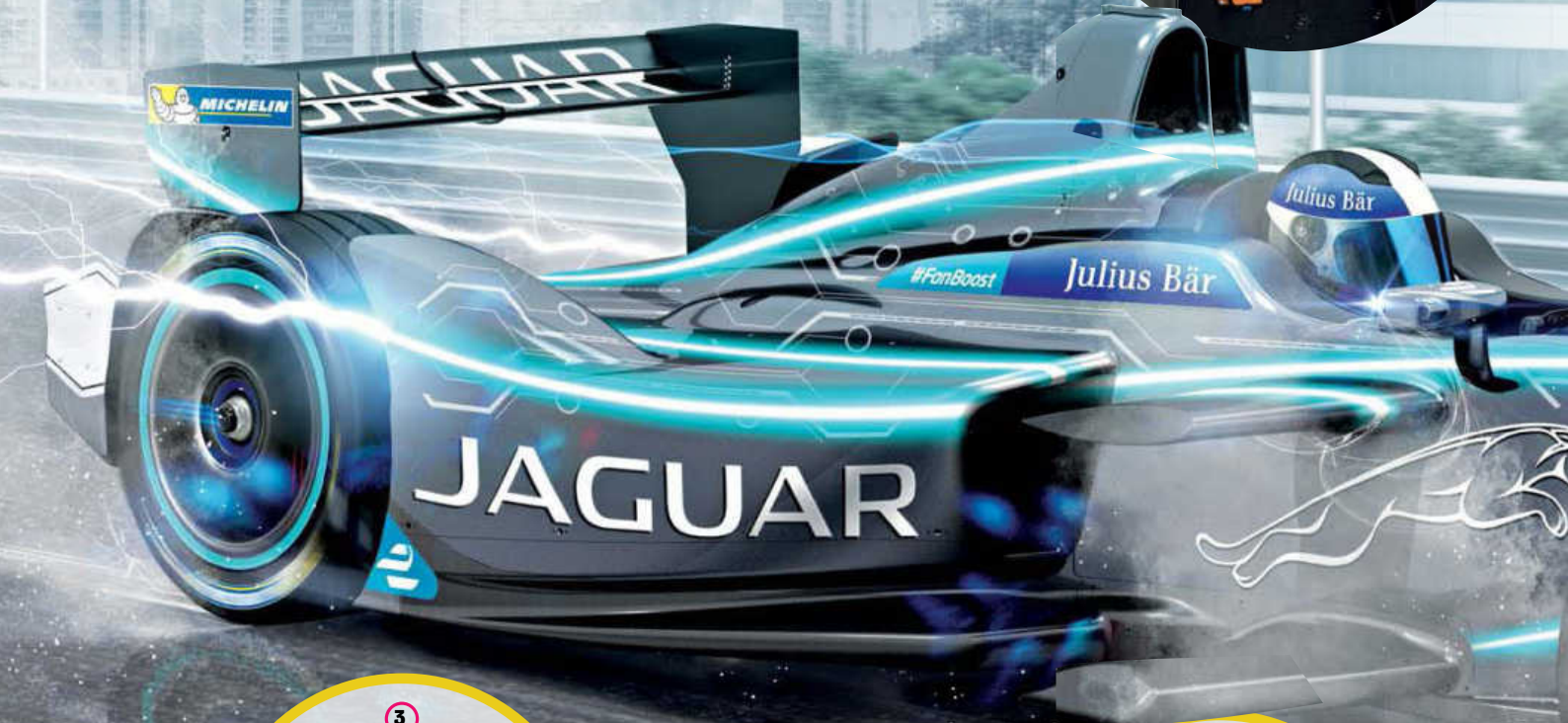
Formula E set to fast-track electric Jags

Hooking up with Williams for a joint assault on EV racing gives Jaguar a real-world test-bed to accelerate its electric road-car future



1

BATTERY TECHNOLOGY
Current 28kWh batteries will have to double in capacity to allow the cars to run the entire length of the 50-minute event at racing speeds without stopping in season five. At present drivers swap cars half way through the race when the lithium-ion batteries are depleted



3

TECH TO GET AN EDGE
As race regulations free up, bespoke transmissions will be allowed, and Jaguar/Williams will be permitted to develop E-motors and inverters that will cross into production EVs. Rivals will be allowed to buy the powertrains at a capped cost, to prevent big name spending dominating smaller rivals



4

CHASSIS AND AERO
Currently all the cars share the same chassis and aerodynamic package but by the fifth season teams can develop their own wind-cheating solutions. Experience with lightweight carbonfibre structures will translate into production cars

JAGUAR WILL RETURN to frontline motorsport in September, when a new works team enters the third season of the electric Formula E race series. The programme will be used to fast-track electric vehicle technology for production cars, rather than just the old-school 'win on Sunday, sell on Monday' marketing approach, says Jaguar Land Rover's group engineering director Nick Rogers.

'We see this as an extension of our research and development functions,' he told *TopCar* at the project's launch. 'Obviously with new vehicles we're always looking at pushing the boundaries of real world performance. The key part to Formula E for Jaguar is efficient use of energy – that's the absolute [cornerstone] of the series and that's why we like it; making sure we get the maximum amount of energy from the motors for acceleration, recouping energy under deceleration, while the control management system is absolutely vital. This race series is like an accelerated real world test, pushing the boundaries.'

Those engineering developments will benefit both Jaguar and Land Rover, although management is being coy with details of production EVs. However, *TopCar* understands that Jaguar is well advanced with a bold-looking, all-electric crossover, which is pencilled in for assembly at Magna Steyr's Austrian plant from 2018.

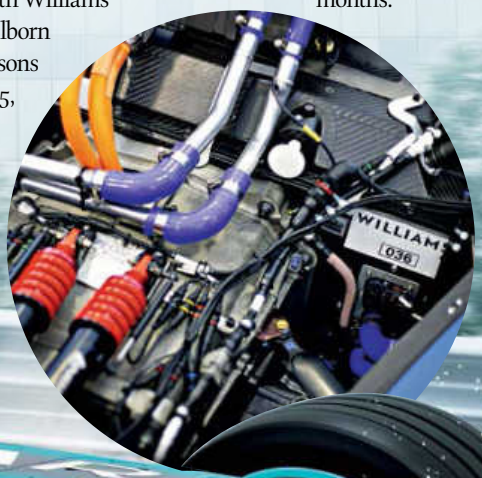
JLR's Formula E team will collaborate with Williams Advanced Engineering, its partner in the stillborn C-X75 hybrid supercar project. 'We learnt lessons about hardware and battery systems in C-X75, and a lot of the technology is very similar,' explained team director James Barclay. He also revealed that Jaguar would be depending on Williams F1 know-how to run the team trackside and help with driver selection.

While Jaguar had been evaluating other forms of motorsport, including the World Endurance Championship, JLR's directors believe that Formula E will not only speed up development of its own EV technology but is more relevant as the brands move toward electrification. 'Formula E is a new platform appealing to a [younger] generation of spectators and car buyers [open-minded to] EVs, with races held in major cities around the world; we think that many of those conurbations will be early adopters of legislation demanding EVs in urban areas,' said a JLR source.

The demise of the Trulli team freed up grid space for Jaguar. It joins Audi (ABT Schaeffler), Renault (E.Dams), Mahindra and DS (Virgin Racing) as the fifth car maker in the series.

Despite the fact that all the other teams have two seasons experience under their belts, Rogers is confident the squad will be competitive when it joins the series in the autumn. 'The propulsion system is effectively open and we will be going in with our own system,' he says. 'To be honest we haven't fully understood how we want to do that. There's a lot of work to do.'

Drivers and the team's official livery will be unveiled in the next few months.



2

BATTERY MANAGEMENT
Keeping temperatures below 60deg C is vital if the battery isn't going to overheat. Critical in harvesting energy under braking and deploying it for maximum acceleration, while eking it out to ensure the racing driver doesn't suffer the ignominy of coasting to a halt with a drained battery

Jaguar may wish to forget its last foray into racing, but this time no matter what happens on track, it can't lose

WORDS: IAN ADCOCK. ILLUSTRATION: AERIFORM



'Gaah! My Mk1 Rangie's vanished! No, wait – it's still there. Damn that pesky gadget…'

Does it work?

Land Rover Transparent Trailer

REMEMBER LAND Rover's see-through bonnet tech showcase from 2014? It used cameras located in the grille of the Discovery Vision Concept to project an image of the road on to the windscreen to help in off-roading situations. This time JLR has turned its attention to the other end of its SUVs, using the same tech to help drivers see behind trailers and horseboxes.

Called Transparent Trailer, the system combines video footage from the existing surround-view cameras located at the rear of the vehicle and on the wing mirrors, with footage from another camera at the rear of the trailer or horsebox. The hybrid image showing a clear view of the road behind and a ghosted image of the outline of the trailer is then projected onto an electronic version of a traditional rear-view mirror to aid drivers when manoeuvring in reverse, and to show when it's clear to pull back in after overtaking.

We battled our way through tweed and titles at the Burghley Horse Trials (think Goodwood for geldings) to try it for ourselves with a Range Rover hitched to a horsebox, but the same technology could be offered to caravanners and people who regularly transport cars to track days, race meets or classic car events.

And drivers transporting cars in covered trailers could potentially find another JLR towing innovation useful. Called Cargo Sense, it comprises a mat of pressure sensors on the trailer's cargo floor and an in-trailer camera that relays images wirelessly to the car's infotainment screen warning of an otherwise unseen shifting load.

You can even monitor the trailer's status when you're away from the vehicle using your smartphone. An app tells you the temperature in the trailer and warns of disturbances in the load. Again, it's geared towards equine fans, but if a *skelm* is helping himself to the 250 GTO you've casually left unattended in your Brian James race shuttle while you scoff a KFC, you can watch the whole episode unfold in full colour.

Both Transparent Trailer and Cargo Sense are officially just research projects but will inevitably find their way into production in the next couple of years where they'll be offered as aftermarket kits. Beyond that, JLR is planning a fully automated parking assistance system for trailer-hitched cars.

CHRIS CHILTON

DID IT WORK?

Yes… it seems like pretty straightforward tech, just an extension of the rear-view cameras we're familiar with. But this gadget makes a huge difference to your confidence. Now if they could just help us remember which way to turn the wheel when reversing…

3 steps to a terror-free tow



1

SEE NO EVIL

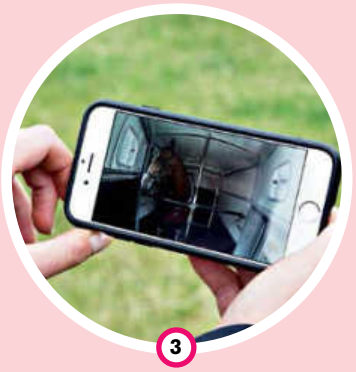
If you tow caravans you'll be used to this view. Reversing without a spotter can be trickier than doing a Rubik's Cube in the dark.



2

THE INVISIBLE CAN

Transparent Trailer combines images from a camera at the back of the trailer with existing surround-view camera images to let you see the outline of the trailer, but also the road beyond.



3

PARKED LIFE

Once you've parked up and left your vehicle, you can monitor it via the Cargo Sense app, which warns you of any disturbance in the trailer and streams video to your phone.

Tyres that talk to your car's ESC

A tyre knows it's losing grip before a car does. So why not sync them?

CONTINENTAL HAS DEVELOPED new tyre technology that promises to revolutionise Electronic Stability Control (ESC). Currently, tyres are the only part of the car that grips the road surface, but also one of few relevant components that have no input into ESP algorithms. 'Existing sensors respond quickly, but they're still waiting to react to the onset of slip,' points out Continental automotive engineering manager Richard Durance 'If the tyre itself could feed into the ESC, the limits would be detected earlier and the vehicle's systems could adjust to better maximise the friction and grip potential.'

And that's just what Continental has in mind...

1 ESC: it's a life-saver

Mandatory on all cars sold in the EU since 2014, ESC is a proven life-saver: a study by the UK's Department for Transport found cars equipped with ESC are 25 per cent less likely to be involved in a fatal accident than those without.

ESC builds on ABS braking, bringing skids under control by quickly applying braking force to individual wheels, and sometimes reducing power. Today's ESC systems use a yaw-control sensor, wheel-speed sensors and steering-angle sensors to detect that a car is starting to skid. Continental's breakthrough goes straight to the source of the problem: the tyre.



Continental has 38 000 staff in chassis/safety. Next-gen tyre monitoring could be a life-saver

2 How it works

The tech is known as eTIS, or electronic Tyre Information System. Integrated into the inner liner of each tyre, sensors monitor wheelspin and slip and convey information via an RF link direct to the car's computer. eTIS can also replace today's mandatory tyre-pressure monitors, and may weigh less, depending on an OEM's battery life requirements. The potential contribution to road safety is huge: one in three new cars sold in Europe has Continental tyres.

3 There's more too

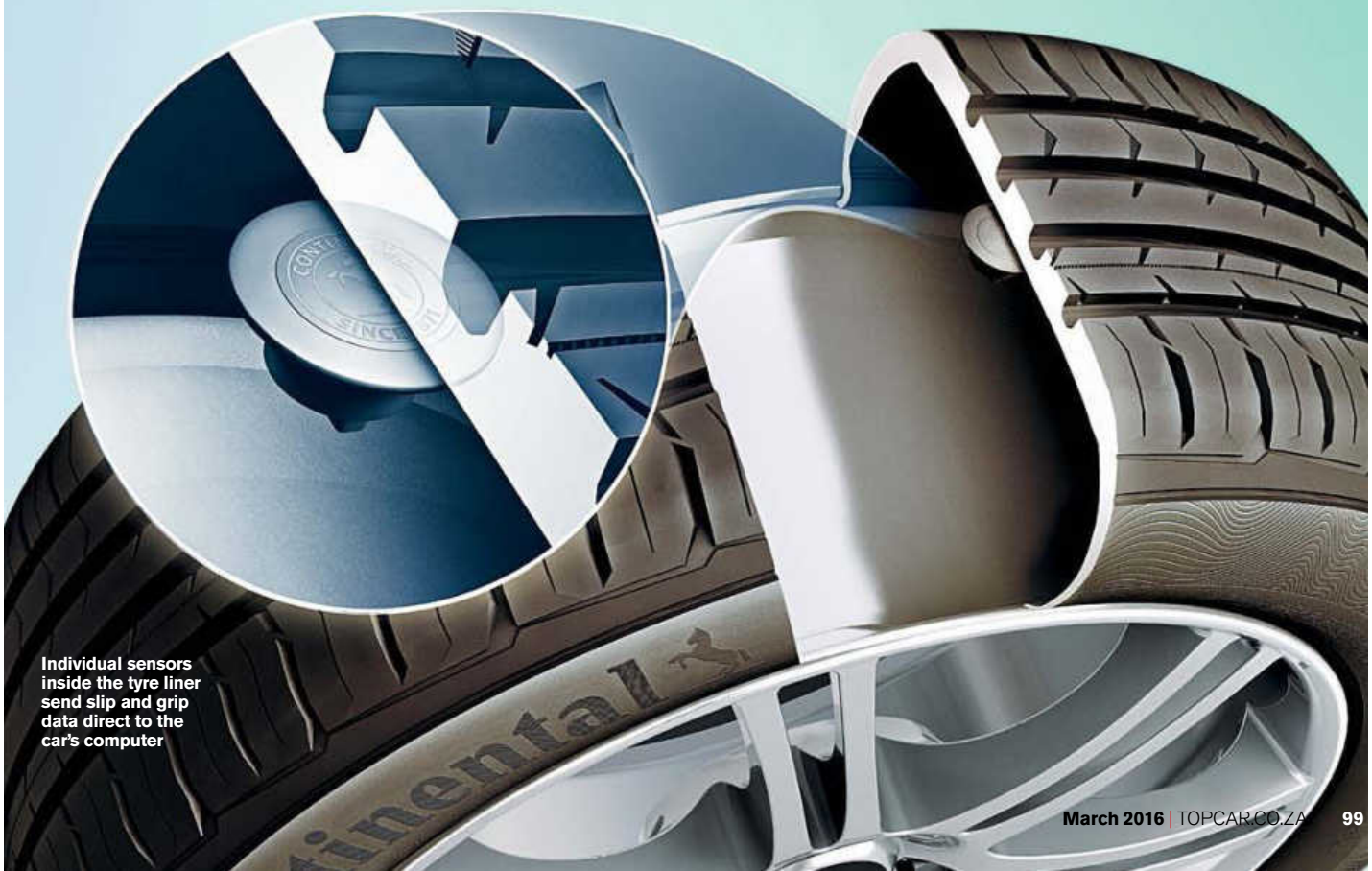
The benefits of eTIS can extend beyond stopping skids. It can relay the loads placed on each tyre, track kilometres covered and calculate tyre life by monitoring a tyre's gradually changing rolling characteristics. Communication with other road users is also possible: eTIS could detect ice and warn other cars via cloud-based internet systems.

4 The catch

Continental could sell the technology to other tyre companies, but so far rivals are lukewarm to the idea. It could mean that only one tyre gains OEM approval, which might cause a headache on a Saturday at Kwik Fit.

5 Not the stretch it sounds

If it sounds like uncharted territory for Continental, it isn't. Tyres account for just 28 per cent of the company's business, the rest is braking systems, chassis technology and electronic stability control, through its €11.4bn acquisition of Siemens VDO in 2007.



Individual sensors inside the tyre liner send slip and grip data direct to the car's computer

WORDS: BEN BARRY

DRIVING GADGETS.

For the discerning petrolhead

Gadgets, gizmos, apps and more. By **Chris Wall**



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A month in the life of 6 key cars – starring VW, Renault, BMW, Mazda, Citroën and Nissan

OUR CARS.

The big test

Nothing like a road trip to bring out the best and worst in a car

By Peter Frost



MONTH 7
MAZDA6

THE GOOD PEOPLE at Mazda will probably not be best pleased, because in the preparations for our annual touring shindig, we may have neglected to mention the particulars of the route. Essentially, given the 6's 9/10 scorecard thus far, we thought we'd give it a more muscular test – and spend much of the time on dirt for the great trek inland. That may sound fairly tame, but remember, this is essentially an executive sedan, clad in (pretty) 225/45 R19 rubber. Still, Mazda have made no bones about wanting to claim prime spot as a Loved-By-All-South-Africa brand, and as such, it needs to be all things to all people. And part of South Africa's reality is luxury cars finding favour on dodgy roads – just ask any Mercedes E-Class-owning farmer. It's a tough title to crack, king of the gravel, especially as luxury cars get ever more specific in their roles. But hey, a challenge is a challenge.

The long and the short of it was, as has been the case so often with the big Maz, it murdered it. The routing took the car, fully laden, out of the Cape through the Ceres Mountains, over Middelburg Pass (yup) and into the Great Karoo, beyond Brandvlei, Carnarvon and on to Kimberley and across to the Free State. The sub theme of the story was, happily, how well maintained our dirt road network is, graders in healthy attendance in most places. Certainly this had something to do with the 6's stellar performance. But it's more than that – build quality, as we've already noted, is excellent, and the car's solidity counted for much, both interior and exterior standing up to the rigours of a Karoo summer odyssey. Even after long, hot stretches on gravel it remained unfazed, never missing a beat.

The niggles are more like observations – the air-con developed a tendency to cool itself by a few degrees in extreme heat (no hardship), and The Squeak in the dash returned mostly when that air-con was pushing frozen, pointing to an expansion/contraction issue. More notably the cruise control, a simple affair, braked the car on steep descents before gently 'letting go' and then reasserting control. We learnt to simply disengage the system on more extreme downhills and let the car coast, then reengaged it as the terrain levelled out. Two other points came to the fore – the boot is not as cavernous as it looks (it's deep but fairly shallow, thanks to a full spare wheel, which was never used) and the suspension, when you take the large 19-inch wheels out of the equation, is softer than we initially thought, with plenty of travel. That's good for undulating dirt roads, where pliancy is all-important.

Three thousand odd kilometres later the scorecard stacked up well for the sexy Nippon, its dirt road medal added to its tar road mile-eater status. We absolutely wouldn't option the large wheels if the choice was ours and believe that with the standard 225/55 R17 units, things would have been even more enjoyable. Next test, let's see if it can swim?

@pefrost

Ups/downs

- ⊕ Survived all a dirt road trip could throw at it
- ⊖ boot not actually as big as we thought



LOGBOOK MAZDA6 2.2DE DYNAMIC

- **Odo reading start/now** 60km/12191km
- **Distance covered** 12131km
- **Fuel consumed** 1013ℓ
- **Average fuel consumption** 8.35ℓ/100km
- **Service interval** 15000km
- **Service cost** Covered by 3-year/unlimited km service plan
- **Total Fuel cost** R11145.41
- **Running cost** 92c/km

Juke Nukem

We welcome Nissan's loveable Juke, the king of neon, into our long-term test fleet.

HELLO
MONTH 1
NISSAN JUKE 1.2T ACENTA

IT'S PRETTY DIFFICULT to travel incognito in a car such as the Nissan Juke. It's one of those vehicles you either love or hate but in a world ruled by copy and paste design palettes, the Juke offers a refreshing reprieve. While it possesses quite possibly the most outlandish appearance around (think frog in a blender) the test car given me to drive over the Christmas break came in a colour Nissan likes to call sunlight yellow. I like it and think it complements the car's exuberant attitude quite superbly. In fact, the entire driving experience is fun and refreshing. Sure the interior falls short of the luxury and sophistication of some of the more premium brands but you can't fault it on function, and that's precisely what makes the Juke such a robust and impressive proposition.

From a driving perspective the six-speed manual gearbox is a welcomed surprise given that, in this day and age, the auto 'box rules. In fact – bar the Xtronic CVT fitted to the range-topping 4WD version – the entire line up boasts manual transmissions. The gear shift action is slick and precise and together with the 1.2-litre turbo engine allows for swift progress – when there's torque available that is. You see while it's pretty perky from low down in the rev range the 190Nm soon abates after peaking at 2000rpm which comes across as somewhat lethargic but it's anything but weak. Once on the boil the engine serves up 85kW of power at 4500rpm resulting in a 0-100 sprint time of 10.8seconds. Not blisteringly quick by any stretch, but it's not slow either with a rated top speed of 178kph.

The Juke excels as a daily runabout. Not just because it's exceptionally light on juice (the brochure quotes 5.6ℓ/100km; we managed 8ℓ/100km over the festive break) but its versatile nature means it's up for almost any task. Over the holiday period it underwent a series of 'stringent' festive tests from packed parking lots to far-flung family outings which it dismissed with little fuss. And the reason for me forsaking the Juke in favour of my BMW 335i GT? Simple. While the Juke would have adequately dealt with the 1000km return trip to Sedgefield and back my beloved 335i GT offered a tad more in terms of space, power and comfort. Plus 3.0-litre turbo trumps 1.2-litre turbo every time…

@AaronBorrill

Ups/downs

⊕ Quirky appearance, frugal engine, fun-to-drive demeanour ⊖ Lacking a little in the power department

LOGBOOK NISSAN JUKE 1.2T ACENTA

- **Odo reading start/now** 10 697km/ 11733km
- **Distance covered** 1036km
- **Fuel consumed** 83.38ℓ
- **Average fuel consumption** 8.0ℓ/100km
- **Service interval** 15 000km
- **Service cost** Covered by 3-year/45 000km service plan
- **Total fuel cost** R995.53
- **Running cost** 95c/km



Cactus concentrate

Still charming and chasing down the ruffians, the Cactus has some figures you wouldn't believe.
By **Ray Leathern**



A one-tank record for *Le Cactus*. Fumes were smelled



MONTH 8 CITROËN C4 CACTUS

I REMEMBER IT like it was yesterday. My first ever interview at a car magazine almost a decade ago. The task to prove my worth? Spend 10 minutes nosing around the then new second-gen Audi TT and write a synopsis so precise and to-the-point that the bigwigs would have no choice but to start grooming me for editorship right there and then. I knew the now defunct 3.2-litre V6 quattro may have been the tip of the spear but the lighter 2.0T front-wheel drive was the one all the overseas reviewers were crowing about. Surely not!? The six-cylinder sounded like it had a bonnet full of snow tigers and surely that's all that mattered? Nevertheless, I'm glad the concept of power-to-weight ratio was introduced to me so early and it's stuck with me ever since – today I'm a big advocate of cars with a rich power-to-weight ratio. Who wouldn't when they have a C4 Cactus to drive on a daily basis? The Cactus is a car that's had 911 GT3 RS levels of attention ladled upon it when it comes to lightness. Yet it's an element Citroën hasn't shouted much about in its marketing material. Let's give my point some context. Two little pocket rockets I coveted massively when I was younger: the Ford Fiesta ST and RenaultSport Clio Cup 3 from the 'noughties'. Two true street heroes among the types of chaps who wore their caps at a jaunty angle and liked to roam around late at night looking for a bit of naughty fun. Both were 2.0-litre nat-asp, front-drive rascals that promised outlaw handling but weren't out of reach pricewise for the first-time car buyer. The Ford Fiesta ST harnessed 110kW and 190Nm to pull its 1137kg, giving it a power-to-weight ratio of 96.7kW per tonne and torque-to-weight of 167Nm per tonne. And my little Cactus? The disarming city runaround that's so nice it has plastic on its doors so people don't feel bad when they slam their doors into it, and a windscreen washer that won't soak the car behind? Weighing in at a mere 1020kg and sporting 81kW and 205Nm of turbo three-pot power it delivers 80.8kW per tonne – a mere 16 behind the pocket rocket Fiesta. Then there's torque to weight, and the Cactus batters it with 204Nm per tonne. Rather stupendously, it bests the RenaultSport Clio Cup too. 1205kg, 147kW of power and 215Nm of torque at a dizzying 5400rpm means 178Nm per tonne. Remember too that torque in the high efficiency Cactus is available so early in the rev range it might as well have been yesterday and you have a car with some genuine hot hatch slaying potential to – okay, lets be fair – 60kph or so.

And what of my play-play review all those years ago? Well I ended it saying you should ignore the Audi TT and go buy an Alfa Romeo GT instead. A rather bold claim considering I'd never so much as sat in one (but one I still kind of stick to today on philosophical grounds). Surprise, surprise – it must not have aligned with the magazine's editorial position because I never heard back from them. Nevertheless, perhaps if I'd had a car as excellent as my long-term C4 Cactus at my disposal that day, things could've turned out different. Thing is, we would never have believed the figures back then: 4.6ℓ/100km and CO_2 emissions of 107g/km. Get out of here and go back to the future!

Ray@TopCar

Ups/downs

⊕ Torque-to-weight ratio is a thing I've just thought of – and it's good

⊖ Seeing 'yesterday's heroes' fall

LOGBOOK CITROËN C4 CACTUS 1.2 E-THP SHINE

- **Odo reading at start/now** 2105/11991km
- **Distance covered** 9886km
- **Fuel consumed** 598.85ℓ
- **Average fuel consumption** 5.7ℓ/100km
- **Service interval** 1-year/15000km
- **Service cost** Covered by 5-year/100000km service plan
- **Total fuel cost** R7468.57
- **Running cost** 72c/km

Cool under pressure

Clio feels the heat but refuses to wilt. By **Wayne Batty**

Ups/downs

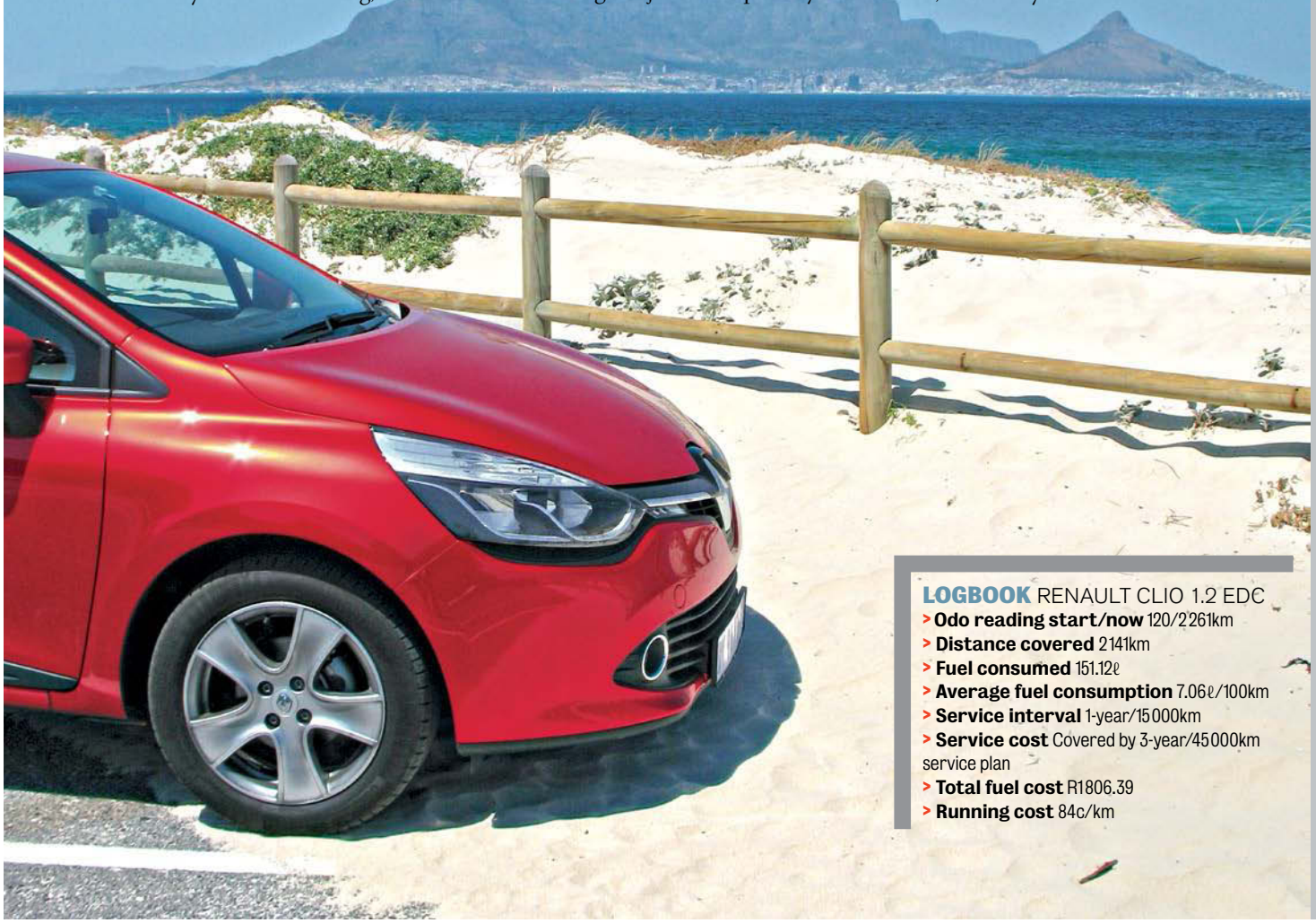
+ Chirpy steering has been hushed. Air-con seems up to the task
− Limited adjustability of the centre air vents

MONTH 2
RENAULT CLIO 1.2 EDC

IT HAPPENED during one of those epic Christmas shopping trips. In between the store that sells iPads and the one that stocks gammon I momentarily hit pause on the Clio's vastly improved Bluetooth audio streaming function. Instead of the usual mix of old Nirvana and New Americana I heard a disconcertingly loud click-click-click from the steering column as I manoeuvred slowly around a congested parking lot. Having run the three-cylinder Clio GT-Line for a few months before the swap without any odd steering noise at all I assumed something was amiss and called it in. (After all, you don't want to be the motoring hack who drives a broken car for a year without noticing, do you?) At first I reckoned it might have something to do with the engine bay repackaging necessitated by the 1.2-litre EDC's larger, four-cylinder engine and dual-clutch gearbox. Now, I'm not so sure. Anyway, my local dealer gave it a once-over and the sound is now much less audible. I'm still awaiting a more detailed report but at least now I know there is no cause for concern.

What is alarming is this heat! Over the recent year-end holiday the Cape's beaches saw more of me than they have in many a year. The Clio's air-con unit also saw plenty of action. Often tasked with halving the ambient temperature, it coped very well (with the recirculate button on). I'm not a fan of the central air vent design – the slider for left-right direction is fine but the separate vertical scroller for height adjustment is perfectly angled to blow directly into your eyes in its lowest position. Thankfully the circular side vents offer more adjustability.

Talking of adjustability, car prices appear to be swelling at a frightening pace. Sadly, desirable small automatic vehicles haven't escaped the rand's chronic devaluation. A Clio 1.2 EDC Expression like ours now retails for R242900, which, given that it does without auto headlights and electric windows in the rear, seems steep… at first. But it's actually still good value among turbocharged mid-to-high spec rivals once you realise the only automatic VW Polo on offer (1.2T Highline) now sells for R270900, and while there are cheaper automatic Fiestas available, the top-line Titanium version costs R252900. Neither feature as striking an exterior as the Clio, nor do they have sat-nav as standard.



LOGBOOK RENAULT CLIO 1.2 EDC

- **Odo reading start/now** 120/2261km
- **Distance covered** 2141km
- **Fuel consumed** 151.12ℓ
- **Average fuel consumption** 7.06ℓ/100km
- **Service interval** 1-year/15000km
- **Service cost** Covered by 3-year/45000km service plan
- **Total fuel cost** R1806.39
- **Running cost** 84c/km



Connect three

Some say it's not possible to form an emotional connection with an inanimate object but **Aaron Borrill** reckons his BMW 335i GT is part of the family

MONTH 9
BMW 335i GT

BMW'S CONNECTEDDRIVE catchphrase is very clever. Not only does it refer to the vehicle's onboard connection to the outside world it also references a number of other qualities, one of which is the link between car and driver. While Hunchy is not your typical 3 Series (instead based on the Chinese-spec 3 Series Long) he still manages to relay a substantial amount of feedback and telepathy through the helm despite the longer wheelbase. In fact a few hundred metres is all you need to realise how composed and dynamically sound the GT really is. Selecting Sport turns it into a veritable asphalt eater, the 3 Series needing little encouragement to attack the road when it begins to snake from left to right. Perhaps I'm a little biased but I honestly feel very little difference between this machine and the regular – read sportier – 340i sedan. As many of you will know Hunchy isn't the most loved vehicle in our long-term fleet. In fact, he suffers similar levels of abuse and scorn to that of the original hunchback of Notre Dame, Quasimodo. Okay, perhaps I'm being a little too over dramatic here but my colleagues do enjoy dropping the odd slur – all in the name of fun of course. But is it really the ugliest car in our fleet? I'm almost certain our long-term Citroën Cactus won't be winning the fairest car of the year award any time soon, so why the hate guys? Anyway despite the chirps about its appearance my family and I just love the 3 Series GT. We think it looks great and it's good to know other people do too – not only did our neighbour recently purchase a metallic grey GT we saw many barrelling along the Garden Route during our annual Christmas/New Year vacation in Sedgefield.

To my family Hunchy is more than just a car – he's part of our circle of trust. He's dependable, comfortable on the long road, is versatile enough to accommodate our travelling needs and has enough power and efficiency to bring a smile to my face every time I fire it up and take it for a drive. You see there's more to this sense of 'connection' I speak of than meets the eye. For some it's purely the driver enjoyment and involvement that gets the pulse racing but for others there's an unequivocal emotional bond – the kind of bond we have with the 335i. It's an added bonus then that it's both dynamically sharp and delivers some of the best in-car connectivity features around.

@AaronBorrill

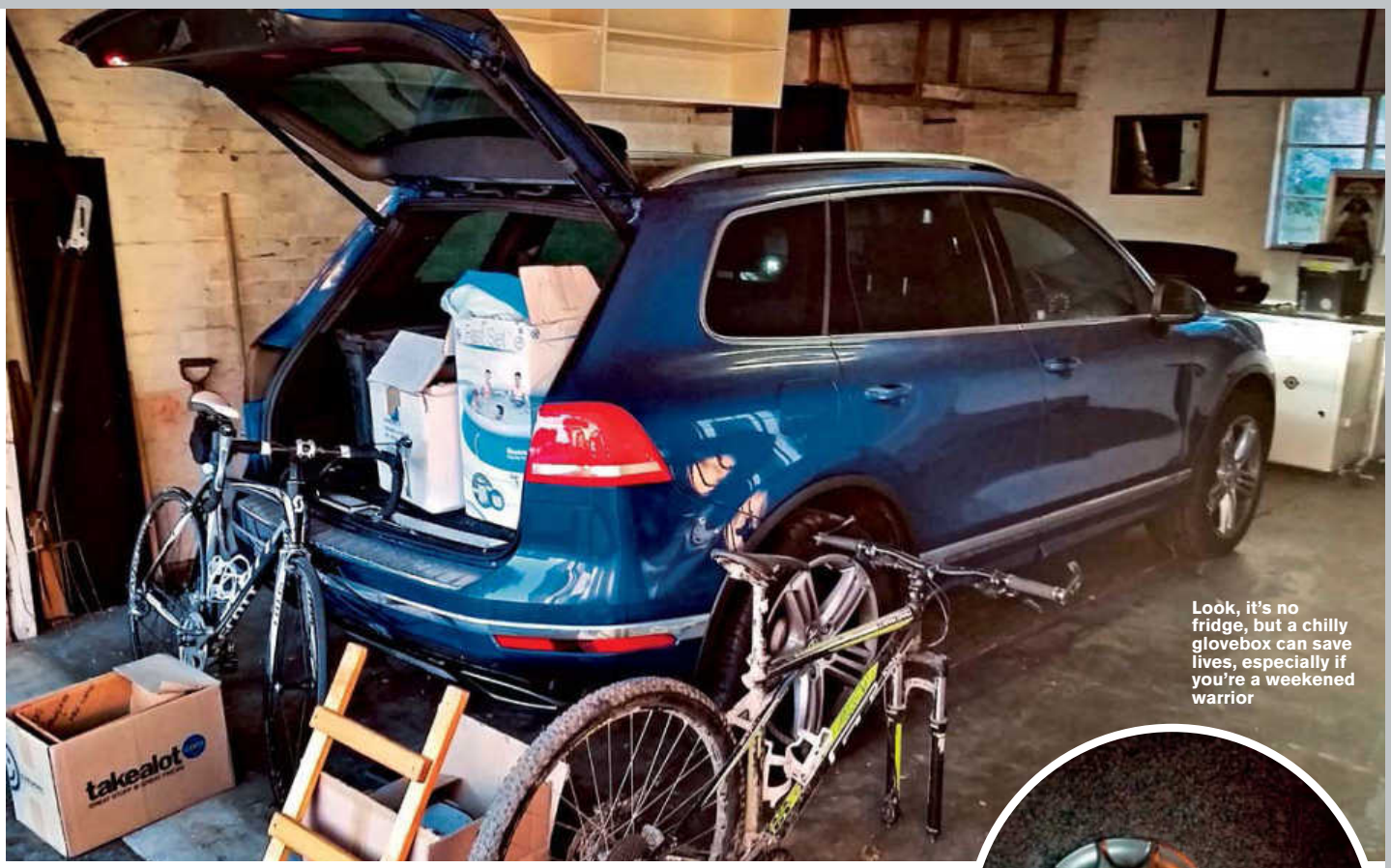
Ups/downs

⊕ Easy to love, dynamics, long-road comfort, intuitive apps

⊖ Fuel bills

LOGBOOK BMW 335i GRAN TURISMO

> **Odo reading start/now** 55/16 913km
> **Distance covered** 16 858km
> **Fuel consumed** 1770.40ℓ
> **Average fuel consumption** 10.5ℓ/100km
> **Service interval** 20 000km
> **Service cost** Covered by 5-year/100 000km maintenance plan
> **Total fuel cost** R22 164.39
> **Running cost** R1.31/km



Look, it's no fridge, but a chilly glovebox can save lives, especially if you're a weekened warrior

Tardis, thy name is Touareg.

I can carry that for you.
By **Calvin Fisher**

MONTH 5
VW TOUAREG LUXURY 3.0 V6 TDI 4MOTION R-LINE

I'VE SPENT A substantial amount of the festive season aboard the good ship Touareg. Lots and lots of time, lots and lots of mileage, and not just the usual December grind with family trips and visits, Christmas shopping runs, Christmas re-shopping emergency runs and the typical onslaught of errands you come to expect over the merry-to-death period. See, on top of the chaos, for reasons that now escape me, I chose this particular time of the year to do nothing less traumatic than move homes.

Yep, on New Year's Day no less, I was faced with the unenviable task of transporting all my belongings from one house to another, albeit just four roads away. You know what you can't do on New Year's Day, though? Find an open trailer rental. You can't, they're all closed for business, living their lives like normal folk. Ha! So, armed with a few family members and friends with bakkies (a mere GWM Steed and Nissan NP200 later), the great trek began. Lucky for me I had access to the capacious Touareg, which I realise is not exactly small-like-a-Tardis on the outside, but its five-seater SUV dimensions sort of belie just how much room it truly has. Two loads packed to the rafters were all it took to swallow up my (so, so) many boxes marked kitchen, linen and sundry. Then it was a kennel, some bicycles, a bookcase and a piece of furniture or five, leaving the previously mentioned utility vehicles to carry the really big stuff – fridges and junk. And even after the move was complete, a second kennel was carted, plus a cot – not ours.

There'd be a reward for my steed (that's the Touareg, not that GWM I mentioned earlier) for its rigorous service of course, in the shape of a long-desired double garage to call its home. And indeed when the dust had finally settled, I could set about once more appreciating the finer details of the great big VW, such as the climate control. Bloody hell, what better way to escape the hottest ever Cape summer that I can recollect, than by slipping into the icy cabin of the Touareg, onto chilled Vienna-leathered seats, the greenhouse darkened via visibility tint just enough to take the edge off? With the sunroof very much fixed to the closed position (say no to scalp singe), I'd point the bulging blue bonnet to the nearest swimming pool, far or near – the distance proving less of a problem as the price of diesel aims for single digits at last. Double respite.

@Calvin_Fisher



Ups/downs

⊕ New home for Touareg and ⊕ Thank heavens for air-con
⊕ Price of diesel promises to head south of R10 per litre – yay!
⊖ Fuel consumption has gone static

LOGBOOK VW TOUAREG LUXURY 3.0 V6 TDI

> **Odo reading at start/now** 1204/7 817km
> **Distance covered** 6 613km
> **Fuel consumed** 679.16ℓ
> **Average fuel consumption** 10.7ℓ/100km
> **Service interval** 15 000km
> **Service cost** Covered by 5-year/100 000km service plan
> **Total fuel cost** R7 486.99
> **Running cost** 1.13c/km

CAR SALES.

PEGGED BACK

Exports will hold the domestic slide

KEY INDICATORS – DECEMBER 2015 (% change vs Dec 2014)
INDUSTRY TOTAL 49250 (-4.2) | PASSENGER CARS 33025 (-7.6) | LCV 13711 (+4.6) | EXPORTS 17391 (-20.3) | YEAR-TO-DATE 617927 (-4.1)

TOUGHER TIMES IN 2015 for the motor industry are a mirror for a broader malaise in the domestic economy. A hiccup in the longest view; for now, cause for lots of finger-pointing, and lots more prognostic advice to get the patient in quaffing good health.

Shiny new cars are clearly not the magic potion, though Naamsa is bullish for South Africa's export potential, even though China is suffering a feverish chill after years of extending its influence across the globe, and Europe's economies are battling to adapt to a new cost-cutting ethos. It's worth recalling that South Africa's well-known litany of ailments aren't that unique either: highly stratified emerging economies are in currency free-fall as the promise of cheap labour and thriving demand is steadily dissolved by other entrenched barriers to unfettered trade.

That said, if 2014 was a lacklustre year for the motor industry, 2015 saw further declines in the domestic outlook – with 2016 predicted to contract by a further 5% in volume terms.

December 2015 figures reported to Naamsa show a 4.1% aggregate decline (2171 units), of which passenger cars slid 7.6%, light commercials gained 4.6% and heavy/medium commercials lost 2.1% in volume terms. No surprises there, and in line with expectations. December's figures are generally held back by delayed registrations, issues with stock at dealer level as run-out production is jockeyed between regions, and consumers getting on with their holiday plans.

As to the 2015 totals, a 4.1% decline in aggregate volumes was expected – the total of 617927 units down from 2014's 644259. Of this, the passenger sector lost 5.9% (412826 versus 438942), light commercials gained a nominal 0.4% (174490 versus 173759), medium commercials were down 4.9%, and heavies down 2.0%.

Naamsa reports that sales turnover, across 52 brands and 2595 model derivatives, grew 3.6% to reach R235 billion in the year. This was off the back of an average increase in new car prices of 6.5%.

Exports, meanwhile, grew 20.5% to reach the highest total on record – 337748 units (up from 2014's 276936) and adding a solid R80 billion to industry revenue. Passenger car exports grew most significantly, at 229658 units a solid 46.7% gain on 156600 units in 2014, while light commercials lost 13.4% (102983 versus 118922) and trucks and buses lost 21.7% (1107 versus 1414 units). The prediction for 2016 is an additional 42000 units to grow the total by 12.5% to 380000.

While Naamsa expects total domestic vehicle production to rise by 7.3% to 660000 units in 2016, this is likely to be export-driven, as the domestic sales aggregate has been revised down by 3-5% to 598200 units, given a plethora of negative domestic conditions: slowing economy, drought, higher food prices, higher interest rates, falling Rand value and sharply lower business confidence.

Small cars

Downscale, downsize, turbocharge. Small cars are in vogue for a new generation of city dwellers who value their mobility far less than their mobiles. Apart from which, small cars make sensible purchases: cheaper to buy, to insure, to fix and to run.

Small cars account for 45% of total volumes. Just look at the biggest players: Polo Vivo, Figo, Etios, Sandero, Spark.

Margins are smaller for manufacturers and dealers, but clever speccing helps draw some of that back. The best deals come from revitalised run-out models that have been replaced by a new generation, and given an accountant's haircut on the spec and trim front – plus, if you look carefully, lots of other cost-reducing tweaks, to keep the margins acceptable.

But the final products aren't bad. Not only are the engines efficient, comfort and refinement levels not at all bad, NCAP ratings and safety kit (including the obligatory ABS and airbags) at a high level, but they are good fun to drive. Compact, zippy and perfect for most A-B tasks. What you don't pay for, or get, is pin-sharp handling and that solid, premium feel.

Instead, these are simple, honest cars – the essence of no-frills transport that is more likely to meet the stringent financing criteria of the banks, and which can be had on generous 72-month terms if necessary. In addition to which, being deals under the R250000 mark, they are fully protected by the consumer-saving terms of the Credit Protection Act.

The other upside is that smaller cars lose value more slowly than their pricier premium and larger counterparts (a figure in excess of 30% for larger cars, and as low as 15-20% for the compacts is bandied about). So after three years, the residual value of a cheapie, relative to the initial purchase amount, is much higher. Lower running costs, higher retained value: sounds like a classic win-win. Not something you can say about a smartphone. tc

2015 TOP TEN PASSENGER*

VW Polo Vivo/Vivo Sedan	31384
VW Polo/Polo Sedan	25365
Toyota Corolla/Auris/Quest	24894
Toyota Etios	16270
Ford EcoSport	11627
Ford Fiesta	10462
Ford Figo	9899
BMW 3 Series	8485
Toyota Fortuner	8385
Renault Sandero II	7109

*** 2015 totals exclude data for Mercedes-Benz SA and AAD/AMH (Kia, Hyundai primarily)**

PASSENGER CARS – DEC 2015

01	VW Polo/Polo Sedan	2588
02	VW Polo Vivo/Vivo Sedan	2534
03	Toyota Corolla/AurisQuest	1715
04	Toyota Etios	941
05	Ford EcoSport	940
06	Ford Fiesta	718
07	Renault Captur	683
08	VW Golf 7	656
09	Renault Clio IV	614
10	Ford Figo	596
11	Renault Sandero II	535
12	Toyota RAV	507
13	BMW 3 Series	482
14	Toyota Fortuner	473
15	Datsun Go	453
16	Ford Focus	443
17	Renault Duster	413
18	Toyota Avanza	381
19	Toyota Aygo	379
20	Chevrolet Spark	349
21	Audi A3/Sportback/Cabrio	330
22	Ford Kuga	326
23	Mazda CX-5	292
24	Mazda3	285
25	Nissan Qashqai	278
26	Opel Corsa	267
27	VW Jetta 6	248
28	Chev Aveo	244
29	VW Tiguan	236
30	Honda Brio	235
31	Nissan X-Trail	223
32	VW T6 Kombi	222
33	BMW 1 Series	219
34	Jeep Grand Cherokee	213
35	Ford Everest	212
36	Mazda2	209
37	Jeep Renegade	204
38	Toyota Yaris	197
39	BMW 2 Series	189
40	Suzuki Swift	188
41	Mazda CX-3	183
42	Toyota Prado	170
43	Land Rover Discovery Sport	169
44	Chevrolet Cruze	168
45	Audi A4/Allroad	161
46	L-R Discovery 4	161
47	Opel Mokka	153
48	VW Up	150
49	Suzuki Jimny	148
50	Honda CR-V	144
51	Honda Jazz	139
52	Mini Hatch 5-dr & 3-dr	130
53	BMW 4 Series	128
54	L-R Range Rover Sport	128
55	BMW X3	119
56	BMW X5	116
57	Honda Ballade	115
58	Honda HR-V	113
59	Audi Q5	111
60	Toyota Land Cruiser 200	108
61	Fiat 500X	107
62	Peugeot 208	104
63	Opel Adam	93
64	Jeep Wrangler	93
65	Mitsubishi ASX	90
66	Audi A1	85
67	Audi Q3	80
68	Audi A5	76
69	Volvo V40	75
70	BMW X1	75
71	Mitsubishi Pajero	74
72	Chevrolet Captiva	72
73	Nissan Almera	70
74	L-R Range Rover Evoque	69
75	BMW X6	66
76	Opel Astra	66
77	VW Passat	66
78	Honda Mobilio	63
79	Mahindra XUV	61
80	Porsche Cayenne	59
81	Mitsubishi Pajero Sport	59
82	Suzuki Splash	59
83	Chevrolet Trailblazer	58
84	Suzuki Celerio	56
85	VW Touareg	56
86	Jaguar XE	52
87	Tata Bolt	52
88	Fiat 500	50
89	VW T6 Caravelle	50
90	Volvo XC90	49
91	Audi Q7	48
92	BMW X4	46
93	Ford Tourneo Connect	46
94	Volvo XC60	45
95	BMW 5 Series	44
96	Nissan Juke	43
97	Ford Fusion	40
98	Suzuki Vitara	40
99	Jeep Compass	37
100	Chevrolet Sonic	36
101	Lexus NX	36
102	Volvo V40 CC	35
103	VW Golf SV	34
104	Nissan Sentra	33
105	Volvo S60	32
106	VW Caddy	31
107	Chrysler 300C	31
108	Jeep Cherokee	30
109	Mini Countryman	30
110	Honda Civic	28
111	Toyota LandCruiser SW	28
112	Nissan NV200	28
113	Porsche Cayman/Boxster	27
114	Lexus IS	26
115	Nissan Micra	25
116	Subaru Forester	25
117	L-R Range Rover	25
118	Peugeot 2008	25
119	Dodge Journey	24
120	Audi TT	24
121	Mitsubishi Mirage	23
122	Suzuki Grand Vitara	23
123	Peugeot 308	23
124	Suzuki Ertiga	22
125	Jaguar XF	22
126	VW Scirocco	22
127	Ford B-Max	21
128	Audi A6 Sedan	20
129	VW CC	20
130	Lexus ES	19
131	Suzuki Ciaz	18
132	BMW 6 Series	18
133	Honda Accord	17
134	Lexus LX	16
135	Subaru XV	15
136	Toyota FJ Cruiser	15
137	Jaguar F-Type	14
138	Mazda MX-5	13
139	Mazda6	12
140	Porsche 911	12
141	BMW i8	12
142	Mitsubishi Outlander	12
143	Citroen C1	11
144	Fiat 500L	11
145	Tata Indica/Indigo/B-Line	10
146	Subaru Outback	10
147	VW Beetle/Cabrio	10
148	Mahindra Xylo	10
149	Alfa Mito	10
150	Renault Megane III	9
151	Infiniti Q50	9
152	Chevrolet Orlando	9
153	Peugeot 3008	9
154	Citroen DS3 Cabrio	9
155	Porsche Panamera	8
156	Suzuki SX4	7
157	Citroen C4 Cactus	7
158	Tata Indica Vista	7
159	Toyota 86	7
160	Porsche Macan	6
161	VW Touran	6
162	Volvo V60 CC	6
163	Maserati Quattroporte	6
164	Landwind 5	6
165	Alfa Giulietta	5
166	Audi A7 Sportback	5
167	Volvo XC70	5
168	Mini Paceman	5
169	BMW Z4	5
170	Peugeot RCZ	5
171	Chrysler Voyager	4
172	VW Golf A6/Cabriolet	4
173	Lexus RX	4
174	Mahindra Quanto	4
175	Nissan GT-R	4
176	Lexus RC	4
177	BMW 7 Series	3
178	Ferrari California	3
179	Nissan Patrol SW	3
180	Honda CR-Z	3
181	Ford Ikon	2
182	Jeep Patriot	2
183	Citroen C4 Aircross	2
184	Citroen DS3	2
185	SsangYong Korando	2
186	Renault Koleos	2
187	Audi A8	2
188	Mahindra Scorpio	2
189	BMW i3	2
190	Jaguar XJ	2
191	Volvo V60	2
192	Nissan Leaf	2
193	Mini Roadster	2
194	Mini Coupe	2
195	Lexus CT	2
196	Lexus LS	2
197	Ferrari FF	2
198	Mazda5	1
199	Infiniti QX70	1
200	Toyota Innova	1
201	Infiniti QX80	1

LCV – DEC 2015

01	Toyota Hilux	2914
02	Ford Ranger	2729
03	Toyota Quantum	2054
04	Nissan NP200	982
05	Isuzu KB	944
06	Chev Utility	836
07	Nissan NV350 Taxi	493
08	Volkswagen Amarok	465
09	Nissan NP300 Hardbody	290
10	Toyota Land Cruiser Pick-up	290
11	Mahindra Scorpio Pik-up	277
12	Mahindra Bolero	73
13	VW Caddy	64
14	VW Polo Vivo	64
15	Mazda BT-50	63
16	VW T6 Transporter Pick Up	61
17	Land Rover Defender Pick-up	60
18	Nissan Navara	54
19	Renault Kangoo	49
20	Nissan Hardbody	43
21	Citroen Relay	34
22	Mahindra Genio	26
23	Nissan NV200	25
24	Ford Transit Connect	24
25	Ford Transit	23
26	Fiat Ducato	18
27	Chev Spark	13
28	Fiat Fiorino	13
29	Renault Trafic	13
30	Tata Super Ace	10
31	VW T5 Transporter Pick-up	10
32	Mitsubishi Triton	9
33	Tata Telcoline/Worker	8
34	Toyota Avanza	6
35	Opel Vivaro	5
36	Nissan NV350	4
37	JMC Carrying	4
38	JMC Boarding	3
39	Changan Star II	3
40	VW T6 Transporter Panel Van	2
41	Peugeot Partner	2
42	SsangYong Actyon Sports	2
43	Suzuki Gypsy	1

TOP 20 DOMESTIC

Toyota	9117
Volkswagen Group SA	8869
FMC	6345
GMSA/Isuzu Trucks	5231
AMH/AAD	4077
Nissan	3035
Renault	2258
MBSA	2339
BMW Group	1693
Mazda Southern Africa	1058
Honda	857
Jaguar Land Rover	691
Chrysler SA	638
Suzuki Auto	564
Mitsubishi Motors SA	281
Volvo Cars	249
Volvo Group Southern Africa	242
PCSA	234
Mahindra	230
Tata	230

TOP 10 EXPORTERS

MBSA	6986
Toyota	4057
FMC	2826
Volkswagen Group SA	1688
BMW Group	1222
Nissan	350
GMSA/Isuzu Trucks	73
MAN	49
Volvo Group/Iveco	44
Chrysler SA	22

GBU.

Entries in red are *TopCar*'s actual test figures.
Verdicts are *TopCar*'s own opinions.
L/100: combined cycle fuel consumption in litres per 100km
P/T: Powertrain details – cylinders/capacity in litres plus T–Turbo, S–Supercharged, TD–Turbo Diesel, e–Hybrid Electric
NB! Prices include CO_2 emissions tax where applicable and should be seen as indicative only

GEARBOX KEY:
M – Manual
A – Automatic
S – Automated manual
D – Dual-clutch automated manual
C – Continuously variable
/ followed by the number of ratios

Vehicle pricing and data supplied by
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The Good, the Bad & the Ugly THE WORLD'S PUNCHIEST BUYING GUIDE

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ABARTH

595



VERDICT | Slightly mad, entirely loveable

595	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
595 turismo 1.4T	337 990	6.5	155	7.4	4/1.4T	118	230	M/5
595 turismo 1.4T auto	353 990	6.5	151	7.6	4/1.4T	118	230	S/5
595C turismo 1.4T	378 990	6.5	155	7.4	4/1.4T	118	230	M/5
595C turismo 1.4T auto	394 990	6.5	151	7.6	4/1.4T	118	230	S/5

ALFA ROMEO

MITO



VERDICT | Characterful but let down by Punto chassis

MiTo	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
1.4TBi Distinctive	312 990	5.6	129	8.4	4/1.4T	100	206	M/5
1.4TBi Quadrifoglio Verde	336 900	6.0	139	7.3	4/1.4T	125	250	M/6

GIULIETTA



VERDICT | Fine Golf alternative, stylish and grippy

GIULIETTA	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
1.4TBi Distinctive	365 900	5.8	134	7.8	4/1.4T	125	250	M/6
1.4TBi Exclusive	398 990	5.2	121	7.7	4/1.4T	125	250	D/6
1750TBi Quadrifoglio Verde	448 990	7.0	162	6.0	4/1.7T	177	340	D/6

4C



VERDICT | Carbon Alfa not quite a Cayman-beater

4C	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
coupé	1 106 000	6.8	157	4.5	4/1.7T	177	350	D/6
Spider	1 276 000	6.9	161	4.5	4/1.7T	177	350	D/6

ASTON MARTIN

VANTAGE



VERDICT | Subtle tweaks make for the best Vantage yet

VANTAGE	PRICE	L/100	CO_2	0-100	CYL/CC	KW	NM	GEAR
coupé								
V8 Vantage	POA	13.8	321	4.9	V8/4.7	313	470	M/6
V8 Vantage auto	POA	12.9	299	5.3	V8/4.7	313	470	S/7
V8 Vantage N430	POA	13.8	321	4.8	V8/4.7	321	490	M/6
V8 Vantage N430 auto	POA	12.9	299	4.8	V8/4.7	321	490	S/7
V8 Vantage S	POA	13.8	321	4.5	V8/4.7	321	490	M/6
V8 Vantage S auto	POA	12.8	296	4.5	V8/4.7	321	490	S/7
V12 Vantage S	POA	14.7	343	3.9	V12/5.9	421	620	S/7
roadster								
V8 Vantage	POA	13.8	321	5.1	V8/4.7	313	470	M/6
V8 Vantage auto	POA	12.9	299	5.1	V8/4.7	313	470	S/7
V8 Vantage N430	POA	13.8	321	5.0	V8/4.7	321	490	M/6
V8 Vantage N430 auto	POA	12.9	299	5.0	V8/4.7	321	490	S/7
V8 Vantage S	POA	13.8	321	4.5	V8/4.7	321	490	M/6
V8 Vantage S auto	POA	12.8	296	4.5	V8/4.7	321	490	S/7
V12 Vantage S	POA	14.7	343	4.0	V12/5.9	421	620	S/7

DB9



VERDICT | Still the most beautiful GT. Replaced soon

DB9	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
coupé	POA	14.3	333	4.6	V12/5.9	380	620	A/6
coupé Carbon Edition	POA	14.3	333	4.6	V12/5.9	380	620	A/6
coupé GT	POA	14.3	333	4.5	V12/5.9	403	620	A/6
Volante	POA	14.3	333	4.6	V12/5.9	380	620	A/6
Volante Carbon Edition	POA	14.3	333	4.6	V12/5.9	380	620	A/6
Volante GT	POA	14.3	333	4.5	V12/5.9	403	620	A/6

RAPIDE S



VERDICT | Tight in the back, but you'll be driving anyway

RAPIDE	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
Rapide S	POA	14.3	332	4.9	V12/5.9	410	620	A/6

VANQUISH



VERDICT | Aston presses Ctrl Alt F12. Real Ferrari rival

VANQUISH	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
coupé	POA	12.8	298	3.8	V12/5.9	424	630	A/8
coupé Carbon Edition	POA	12.8	298	3.8	V12/5.9	424	630	A/8
Volante	POA	12.8	298	4.0	V12/5.9	424	630	A/8
Volante Carbon Edition	POA	12.8	298	4.0	V12/5.9	424	630	A/8

AUDI

A1 / S1



VERDICT | Top marks for Audi's premium baby

A1 / S1	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
3-door								
1.0T S	267 500	4.2	97	10.9	3/1.0T	70	160	M/5
1.0T S auto	285 000	4.4	102	10.9	3/1.0T	70	160	D/7
1.0T SE	282 000	4.2	97	10.9	3/1.0T	70	160	M/5
1.0T SE auto	299 500	4.4	102	10.9	3/1.0T	70	160	D/7
1.4T SE	306 500	4.9	115	8.8	4/1.4T	92	200	M/6
1.4T SE auto	324 000	4.9	112	8.8	4/1.4T	92	200	D/7
1.8T Sport	392 500	5.6	129	6.8	4/1.8T	141	250	D/7
S1 quattro	462 500	7.0	162	5.8	4/2.0T	170	370	M/6
Sportback								
1.0T S	275 000	4.2	97	11.1	3/1.0T	70	160	M/6
1.0T S auto	292 500	4.4	102	11.1	3/1.0T	70	160	D/7
1.0T SE	289 500	4.2	97	11.1	3/1.0T	70	160	M/6
1.0T SE auto	307 000	4.4	102	11.1	3/1.0T	70	160	D/7
1.4T SE	314 000	5.1	118	8.9	4/1.4T	92	200	M/6
1.4T SE auto	331 500	4.9	112	8.9	4/1.4T	92	200	D/7
1.8T Sport	400 000	5.6	129	6.9	4/1.8T	141	250	D/7
S1 quattro	470 000	7.1	166	6.4	4/2.0T	170	370	M/6

A3 / S3 / RS3



VERDICT | Quality cabin and powertrains, added agility

A3 / S3 / RS3	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
3-door								
1.2T S	337 000	4.9	114	10.3	4/1.2T	77	175	M/6
1.4T S	345 500	5.2	120	9.3	4/1.4T	90	200	M/6
1.4T S auto	362 500	4.9	114	9.2	4/1.4T	90	200	D/7
1.6TDI S	381 000	3.9	102	10.7	4/1.6TD	77	250	D/7
1.8T SE	384 000	5.8	135	7.1	4/1.8T	132	250	M/6
1.8T SE auto	401 000	5.6	130	7.2	4/1.8T	132	250	D/7
1.8T quattro	442 000	6.6	152	7.94	4/1.8T	132	280	D/6
S3 quattro	558 500	6.9	159	5.2	4/2.0T	206	380	D/6
Sportback								
1.2T S	344 500	4.9	114	10.5	4/1.2T	77	175	M/6
1.4T S	353 000	5.3	123	9.5	4/1.4T	90	200	M/6
1.4T S auto	370 000	5.0	116	9.3	4/1.4T	90	200	D/7
1.6TDI S	388 500	3.9	102	10.9	4/1.6TD	77	250	D/7
1.8T SE	391 500	5.8	135	7.2	4/1.8T	132	250	M/6
1.8T SE auto	408 500	5.6	130	7.3	4/1.8T	132	250	D/7
2.0TDI SE	426 500	4.5	119	8.4	4/2.0TD	110	320	D/6
1.8T quattro	449 500	6.6	152	6.8	4/1.8T	132	280	D/6
S3 quattro	566 000	6.9	160	5.1	4/2.0T	206	380	D/6
RS3 quattro	710 000	8.1	189	4.41	5/2.5T	270	465	D/7
sedan								
1.4T S	363 000	5.3	122	9.4	4/1.4T	92	200	M/6
1.4T S auto	380 000	5.0	116	9.3	4/1.4T	90	200	D/7
1.4T SE	382 000	5.3	122	9.4	4/1.4T	92	200	M/6
1.4T SE auto	399 000	5.0	116	9.3	4/1.4T	90	200	D/7
1.6TDI S auto	398 500	3.9	102	10.8	4/1.6TD	77	250	D/7
1.8T SE	401 500	5.8	135	7.2	4/1.8T	132	250	M/6
1.8T SE auto	418 500	5.6	129	7.3	4/1.8T	132	250	D/7
2.0TDI SE	436 500	4.5	118	8.4	4/2.0TD	110	320	D/6
1.8T quattro	459 500	6.5	149	6.8	4/1.8T	132	280	D/6
S3 quattro	576 000	6.9	159	5.0	4/2.0T	206	380	D/6
cabriolet								
1.4T S	458 500	5.3	124	10.2	4/1.4T	92	200	M/6
1.4T S auto	475 500	5.1	120	10.2	4/1.4T	92	200	D/7
1.8T SE	490 000	6.0	140	7.7	4/1.8T	132	250	M/6
1.8T SE auto	507 000	5.8	133	7.8	4/1.8T	132	250	D/7
S3 quattro	663 000	7.1	165	5.4	4/2.0T	206	380	D/6

Q3 / RS Q3



VERDICT | So much better to drive than it looks

Q3 / RS Q3	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
1.4T S	410 500	5.5	133	9.2	4/1.4T	110	250	M/6
1.4T S auto	428 000	5.8	138	8.9	4/1.4T	110	250	D/6
2.0T quattro	509 000	6.5	150	7.6	4/2.0T	132	320	D/7
2.0TDI quattro	525 500	5.3	139	7.9	4/2.0TD	135	380	D/7
RS Q3 quattro	769 500	8.4	198	4.8	5/2.5T	250	450	D/7

A4 / S4 / RS4



VERDICT | Replaced soon. Punchy S4 still superb

A4 / S4 / RS4	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
sedan								
1.8T 88kW S	379 500	6.5	151	10.5	4/1.8T	88	230	M/6
1.8T S	406 500	5.7	134	8.1	4/1.8T	125	320	M/6
1.8T S auto	423 500	5.8	134	8.3	4/1.8T	125	320	C/V
1.8T SE	421 500	5.7	134	8.1	4/1.8T	125	320	M/6
1.8T SE auto	438 500	5.8	134	8.3	4/1.8T	125	320	C/V
1.8T SE Sport Edition Plus	429 750	5.7	134	8.1	4/1.8T	125	320	M/6
1.8T SE Sport Edition Plus auto	446 750	5.8	134	8.3	4/1.8T	125	320	C/V
2.0TDIe S	413 000	4.5	119	9.2	4/2.0TD	105	320	M/6
2.0TDI S auto	432 500	4.8	127	7.9	4/2.0TD	130	380	C/V
2.0TDI SE	430 500	4.6	120	8.2	4/2.0TD	130	380	M/6
2.0TDI SE auto	447 500	4.8	127	7.9	4/2.0TD	130	380	C/V
2.0TDI SE Sport Edition Plus	438 750	4.6	120	8.2	4/2.0TD	130	380	M/6
2.0TDI SE Sport Edition Plus auto	455 750	4.8	127	7.9	4/2.0TD	130	380	C/V
2.0T SE	483 000	5.9	138	6.8	4/2.0T	165	350	C/V
2.0T quattro	564 500	6.6	152	6.4	4/2.0T	165	350	D/7
3.0TDI quattro	616 000	5.7	149	5.9	V6/3.0TD	180	500	D/7
3.0T quattro	617 500	8.1	190	5.4	V6/3.0S	200	400	D/7
S4 quattro	760 000	7.7	178	5.4	V6/3.0S	245	440	D/7
allroad quattro								
2.0T	536 500	7.0	164	6.9	4/2.0T	165	350	D/7
2.0TDI	542 000	6.0	156	7.98	4/2.0TD	130	380	D/7
Avant								
S4 quattro	777 000	7.8	180	5.1	V6/3.0S	245	440	D/7
RS4 quattro	1 061 000	10.7	249	4.83	V8/4.2	331	430	D/7

Q5 / SQ5



Q5 / SQ5	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
2.0T S quattro	570 000	7.5	174	8.5	4/2.0T	132	320	M/6
2.0TDI S quattro auto	593 500	6.0	159	9.0	4/2.0TD	130	380	D/7
2.0T SE quattro	648 500	7.9	184	7.1	4/2.0T	165	350	A/8
3.0T SE quattro	737 000	8.5	199	5.9	V6/3.0S	200	400	A/8
3.0TDI SE quattro	757 000	6.4	169	6.5	V6/3.0TD	180	580	D/7
SQ5 TDI quattro	884 500	6.8	179	5.55	V6/3.0TD	230	650	A/8

TT



VERDICT | Sharper looks, tech and drive for 3rd-gen TT

TT	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
2.0T	566 500	6.3	148	6.0	4/2.0T	169	370	D/6
2.0T quattro	651 500	6.4	151	5.82	4/2.0T	169	370	D/6
TTS 2.0T quattro	700 500	7.1	164	4.8	4/2.0T	210	380	D/6

A5 / S5 / RS5



VERDICT | Pretty and practical but feeling its age

A5 / S5 / RS5	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
Sportback								
1.8T SE	487 000	5.8	136	8.2	4/1.8T	125	320	M/6
1.8T SE auto	504 000	5.9	136	8.4	4/1.8T	125	320	C/V
2.0TDI SE	528 500	4.8	127	7.9	4/2.0TD	130	380	C/V
2.0T SE	557 000	5.9	138	7.0	4/2.0T	165	350	C/V
2.0T quattro	581 500	6.6	152	6.5	4/2.0T	165	350	D/7
3.0TDI quattro	686 000	5.8	152	6.2	V6/3.0TD	180	500	D/7

3.0T quattro	688 500	7.7	178	6.0	V6/3.0S	200	400	D/7
S5 quattro	807 500	7.7	179	5.1	V6/3.0S	245	440	D/7
coupé								
1.8T SE	492 500	5.7	134	7.9	4/1.8T	125	320	M/6
1.8T SE auto	509 500	5.8	134	8.2	4/1.8T	125	320	C/V
2.0TDI SE	531 500	4.7	123	7.8	4/2.0TD	130	380	C/V
2.0T SE	560 500	5.9	138	6.8	4/2.0T	165	350	C/V
2.0T quattro	584 500	6.6	152	6.4	4/2.0T	165	350	D/7
3.0TDI quattro	687 500	5.8	152	6.2	V6/3.0TD	180	500	D/7
3.0T quattro	689 500	7.5	174	5.8	V6/3.0S	200	400	D/7
S5 quattro	807 000	7.7	178	4.9	V6/3.0S	245	440	D/7
RS5 quattro	1 050 000	10.5	246	4.48	V8/4.2	331	430	D/7
cabriolet								
1.8T SE	554 000	6.2	143	8.7	4/1.8T	125	320	M/6
1.8T SE auto	571 000	6.2	143	8.9	4/1.8T	125	320	C/V
2.0TDI SE	606 000	5.0	132	8.3	4/2.0TD	130	380	C/V
2.0T SE	634 500	6.3	148	7.4	4/2.0T	165	350	C/V
2.0T quattro	659 500	6.9	159	7.2	4/2.0T	165	350	D/7
3.0T quattro	766 500	7.8	181	6.3	V6/3.0S	200	400	D/7
S5 quattro	886 000	7.9	184	5.4	V6/3.0S	245	440	D/7
RS5 quattro	1 132 000	10.7	249	4.9	V8/4.2	331	430	D/7

A6 / S6 / RS6



VERDICT | Bland but big and beautifully engineered

A6 / S6 / RS6	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.8T	624 000	5.7	133	7.9	4/1.8T	140	320	D/7
3.0TDI	715 000	4.7	122	7.1	V6/3.0TD	160	400	D/7
2.0T quattro	775 000	5.9	171	6.7	4/2.0T	185	370	D/7
S6 quattro	1 094 500	9.2	214	4.4	V8/4.0T	331	550	D/7
RS6 Avant quattro	1 465 000	9.8	223	3.9	V8/4.0T	412	700	A/8

Q7



VERDICT | Lord of the Rings: Return of the Q-car king

Q7	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0T quattro	872 000	n/a	n/a	n/a	4/2.0T	185	370	A/8
3.0TDI quattro	924 000	5.7	149	6.3	V6/3.0TD	183	600	A/8

A7 / S7 / RS7 SPORTBACK



VERDICT | Competent, pretty GT, but no sports saloon

A7 / S7 / RS7 SPORTBACK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.0TDI quattro	979 500	5.2	136	5.7	V6/3.0TD	200	580	D/7
3.0TDI BiT quattro	1 079 500	6.1	162	5.2	V6/3.0TD	235	650	A/8
S7 quattro	1 221 000	9.3	215	4.6	V8/4.0T	331	550	D/7
RS7 quattro	1 656 500	9.5	221	3.9	V8/4.0T	412	700	A/8

A8 / S8 / A8 L



VERDICT | Packed with tech. Still needs board approval

A8 / S8 / A8 L	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
A8 / S8								
3.0TDI quattro	1 199 500	5.9	155	5.9	V6/3.0TD	190	580	A/8
4.2TDI quattro	1 536 500	7.4	194	4.7	V8/4.1TD	283	850	A/8
S8 quattro	1 567 500	9.6	225	4.25	V8/4.0T	382	650	A/8
A8 L								
3.0TDI quattro	1 369 500	6.0	158	6.1	V6/3.0TD	190	580	A/8
4.2TDI quattro	1 709 500	7.5	197	4.9	V8/4.1TD	283	850	A/8
6.3 W12 quattro	2 082 000	11.3	264	4.6	W12/6.3	368	625	A/8

R8



VERDICT | Proper supercar with trad Audi build

R8	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé								
4.2 quattro	1 680 000	12.4	289	4.3	V8/4.2	316	430	D/7
5.2 V10 quattro	2 239 000	13.1	305	3.6	V10/5.2	386	530	D/7
5.2 V10 plus quattro	2 548 000	12.9	299	3.57	V10/5.2	404	540	D/7
Spyder								
4.2 quattro	1 852 000	12.6	294	4.63	V8/4.2	316	430	D/7
5.2 V10 quattro	2 410 500	13.3	310	3.8	V10/5.2	386	530	D/7

BENTLEY

CONTINENTAL GT



VERDICT | Heavyweight GT ageing like fine wine

CONTINENTAL GT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé								
GT V8	POA	10.5	246	4.8	V8/4.0T	373	660	A/8
GT V8 S	POA	10.5	246	4.5	V8/4.0T	389	680	A/8
GT W12	POA	14.1	327	4.5	W12/6.0T	434	720	A/8
GT Speed W12	POA	14.5	338	4.2	W12/6.0T	467	820	A/8
convertible								
GT V8	POA	10.9	254	5.0	V8/4.0T	373	660	A/8
GT V8 S	POA	10.9	254	4.7	V8/4.0T	389	680	A/8
GT W12	POA	14.2	330	4.7	W12/6.0T	434	720	A/8
GT Speed W12	POA	14.9	347	4.4	W12/6.0T	467	820	A/8

FLYING SPUR



VERDICT | Punchier and prettier new four-door Conti

FLYING SPUR	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
V8	POA	10.9	254	5.2	V8/4.0T	373	660	A/8
W12	POA	14.7	343	4.6	W12/6.0T	460	800	A/8

MULSANNE



VERDICT | Build an uber-Bentley? They nailed it

MULSANNE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Mulsanne	POA	14.6	342	5.3	V8/6.8T	377	1020	A/8
Speed	7 950 000	14.6	342	4.9	V8/6.8T	395	1100	A/8

BMW

1 SERIES



VERDICT | Joy is in the eye of the steering wheel holder

1 SERIES	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
5-door								
118i	356 000	5.0	116	8.5	3/1.5T	100	220	M/6
118i auto	374 900	4.8	112	8.7	3/1.5T	100	220	A/8
120i	379 642	5.8	136	7.4	4/1.6T	130	250	M/6
120i auto	398 234	5.7	133	7.2	4/1.6T	130	250	A/8
120d	416 500	4.1	108	7.1	4/2.0TD	140	400	M/6
120d auto	435 400	3.9	103	7.0	4/2.0TD	140	400	A/8
125i	452 988	6.6	154	6.4	4/2.0T	160	310	M/6
125i auto	473 473	6.3	148	6.86	4/2.0T	160	310	A/8
M135i	557 977	8.0	188	5.1	6/3.0T	240	450	M/6
M135i auto	577 743	7.5	175	4.9	6/3.0T	240	450	A/8

2 SERIES ACTIVE TOURER



VERDICT | Niche-filling front-wheel drive 'B-Class'

2 SERIES ACTIVE TOURER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
218i	385 500	5.1	118	9.2	3/1.5T	100	220	M/6
218i auto	404 605	5.2	122	10.11	3/1.5T	100	220	A/6
220i	411 052	6.0	140	7.5	4/2.0T	141	280	M/6
220i auto	429 234	5.7	133	7.4	4/2.0T	141	280	A/8
220d	437 000	4.5	117	7.6	4/2.0TD	140	400	M/6
220d auto	455 900	4.3	114	7.5	4/2.0TD	140	400	A/8
225i auto	457 847	5.9	138	6.6	4/2.0T	170	350	A/8

2 SERIES



VERDICT | Slinkier, sportier 1 Series

2 SERIES	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé								
220i	419 257	6.1	142	7.0	4/2.0T	135	270	M/6
220i auto	437 336	5.7	134	7.0	4/2.0T	135	270	A/8
220d	450 000	4.5	119	7.2	4/2.0TD	135	380	M/6
220d auto	468 900	4.2	111	7.1	4/2.0TD	135	380	A/8
228i	459 988	6.6	154	5.8	4/2.0T	180	350	M/6
228i auto	478 273	6.3	148	5.7	4/2.0T	180	350	A/8
M235i	575 579	8.1	189	5.44	6/3.0T	240	450	M/6
M235i auto	595 346	7.6	176	4.8	6/3.0T	240	450	A/8
convertible								
220i	497 283	6.5	152	7.5	4/2.0T	135	270	M/6
220i auto	515 362	6.2	144	7.6	4/2.0T	135	270	A/8
228i	537 001	6.8	159	6.1	4/2.0T	180	350	M/6
228i auto	555 388	6.6	154	6.0	4/2.0T	180	350	A/8
M235i	661 105	8.5	199	5.2	6/3.0T	240	450	M/6
M235i auto	680 666	7.9	184	5.0	6/3.0T	240	450	A/8

3 SERIES / M3



VERDICT | A little less involving, a lot more refined

3 SERIES / M3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
318i	415 000	5.1	119	8.9	3/1.5T	100	220	M/6
318i auto	433 900	5.0	116	9.1	3/1.5T	100	220	A/8
320i	450 321	5.5	128	7.2	4/2.0T	135	290	M/6
320i auto	468 810	5.3	124	7.3	4/2.0T	135	270	A/8
320d	479 000	4.0	106	7.3	4/2.0TD	140	400	M/6
320d auto	497 900	4.0	106	7.2	4/2.0TD	140	400	A/8
330i	525 860	6.1	143	5.9	4/2.0T	185	350	M/6
330i auto	543 323	5.5	129	5.8	4/2.0T	185	350	A/8
330d auto	605 923	4.9	129	5.6	6/3.0TD	190	560	A/8
340i auto	669 283	6.5	152	5.1	6/3.0T	240	450	A/8
M3	1 031 118	8.8	204	4.3	6/3.0T	317	550	M/6
M3 auto	1 080 992	8.3	194	4.1	6/3.0T	317	550	D/7

3 SERIES GRAN TURISMO



VERDICT | A 3 Series tailored for rear seat passengers

3 SERIES GRAN TURISMO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
320i GT	485 386	6.6	153	7.9	4/2.0T	135	270	M/6
320i GT auto	503 465	6.2	145	7.9	4/2.0T	135	270	A/8
320d GT	516 923	4.9	129	8.0	4/2.0TD	135	380	M/6
320d GT auto	535 823	4.9	129	7.9	4/2.0TD	135	380	A/8
328i GT	558 194	6.7	156	6.1	4/2.0T	180	350	M/6
328i GT auto	576 375	6.4	149	6.1	4/2.0T	180	350	A/8
335i GT auto	704 451	7.7	178	5.8	6/3.0T	225	400	A/8

X1



VERDICT | New platform, added quality, better looks

X1	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sDrive18i	435 000	5.1	119	9.7	3/1.5T	100	220	M/6
sDrive18i auto	452 810	5.3	124	9.7	3/1.5T	100	220	A/6
sDrive20i auto	493 642	5.9	136	7.7	4/2.0T	141	280	A/8
sDrive20d	479 500	4.5	118	7.9	4/2.0TD	140	400	M/6
sDrive20d auto	498 400	4.5	118	7.8	4/2.0TD	140	400	A/8
xDrive20i auto	542 168	6.3	146	7.4	4/2.0T	141	280	A/8
xDrive20d auto	558 321	4.9	128	7.6	4/2.0TD	140	400	A/8
xDrive25i auto	605 475	6.4	149	6.5	4/2.0T	170	350	A/8

i3



VERDICT | The premium-electric age starts here

i3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
eDrive	540 500	0.0	0	7.2	elec	125	250	A/E
eDrive REx	611 500	0.6	13	7.9	e+2/0.65	125	250	A/E

X3



VERDICT | Finally, Three is more than half of Five

X3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
xDrive20i	556 938	7.4	173	8.4	4/2.0T	135	270	M/6
xDrive20i auto	574 607	6.9	161	8.2	4/2.0T	135	270	A/8
xDrive20d	587 129	5.0	131	8.1	4/2.0TD	140	400	A/8
xDrive28i	658 309	7.0	162	6.5	4/2.0T	180	400	A/8
xDrive30d	744 975	5.7	149	5.9	6/3.0TD	190	560	A/8
xDrive35i	770 490	8.3	193	5.6	6/3.0T	225	400	A/8

4 SERIES / M4



VERDICT | A 4 to beat every Audi A5

4 SERIES / M4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Gran Coupé								
420i	515 975	6.4	149	7.5	4/2.0T	135	270	M/6
420i auto	534 157	6.1	142	7.6	4/2.0T	135	270	A/8
420d	547 910	4.7	124	7.7	4/2.0TD	135	380	M/6
420d auto	566 503	4.6	121	7.5	4/2.0TD	135	380	A/8
428i	596 488	6.6	154	6.1	4/2.0T	180	350	M/6
428i auto	614 670	6.3	147	6.0	4/2.0T	180	350	A/8
435i	765 540	7.5	174	5.2	6/3.0T	225	400	A/8
coupé								
420i	515 462	6.1	144	7.3	4/2.0T	135	270	M/6
420i auto	533 849	6.0	139	7.3	4/2.0T	135	270	A/8
420d	547 410	4.7	124	7.5	4/2.0TD	135	380	M/8
420d auto	566 003	4.6	121	7.3	4/2.0TD	135	380	A/8
428i	595 488	6.6	154	5.9	4/2.0T	180	350	M/6
428i auto	613 670	6.3	147	5.8	4/2.0T	180	350	A/8
435i	765 027	7.2	169	5.62	6/3.0T	225	400	A/8
M4	1 084 118	8.8	204	4.3	6/3.0T	317	550	M/6
M4 auto	1 133 992	8.3	194	4.65	6/3.0T	317	550	D/7
convertible								
420i	608 001	6.8	159	8.2	4/2.0T	135	270	M/6
420i auto	626 388	6.6	154	8.3	4/2.0T	135	270	A/8
428i	707 001	6.8	159	6.4	4/2.0T	180	350	M/6
428i auto	725 388	6.6	154	6.4	4/2.0T	180	350	A/8
435i	870 746	7.5	176	5.5	6/3.0T	225	400	A/8
M4	1 231 042	9.1	213	4.6	6/3.0T	317	550	M/6
M4 auto	1 280 916	8.7	203	4.4	6/3.0T	317	550	D/7

X4



VERDICT | X3 slips into something a little sportier

X4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
xDrive20i	671 707	6.9	161	8.1	4/2.0T	135	270	A/8
xDrive20d	674 629	5.0	131	8.0	4/2.0TD	140	400	A/8
xDrive28i	736 809	7.0	162	6.4	4/2.0T	180	350	A/8
xDrive30d	823 475	5.7	149	5.8	6/3.0TD	190	560	A/8
xDrive35i	832 990	8.3	193	5.5	6/3.0T	225	400	A/8

Z4



VERDICT | Z4 with broad(er) appeal

Z4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sDrive20i	595 001	6.8	159	6.9	4/2.0T	135	270	M/6
sDrive20i auto	615 701	6.8	159	7.2	4/2.0T	135	270	A/8
sDrive28i	680 001	6.8	159	5.7	4/2.0T	180	350	M/6
sDrive28i auto	700 701	6.8	159	5.7	4/2.0T	180	350	A/8
sDrive35i	849 157	9.4	219	5.2	6/3.0T	225	400	M/6
sDrive35i auto	879 637	9.1	211	5.1	6/3.0T	225	400	D/7
sDrive35is	936 837	9.1	211	4.8	6/3.0T	250	500	D/7

5 SERIES / M5



VERDICT | Too smooth for some, but easily the best Five

5 SERIES / M5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
520i	634 949	6.4	139	8.0	4/2.0T	135	270	A/8
520d	669 500	4.1	109	7.9	4/2.0TD	140	400	A/8
528i	763 757	6.5	142	6.3	4/2.0T	180	350	A/8
530d	862 936	5.3	134	6.0	6/3.0TD	190	560	A/8
535i	879 527	7.6	169	5.9	6/3.0T	225	400	A/8
ActiveHybrid 5	943 975	6.4	149	5.9	6/3.0Te	250e	450e	A/8
535d	995 847	5.4	138	5.5	6/3.0TD	230	630	A/8
550i	1 134 605	8.6	199	4.6	V8/4.4T	330	650	A/8
M5	1 480 991	9.9	232	4.3	V8/4.4T	412	680	D/7
M5 Competition	1 614 891	9.9	232	4.2	V8/4.4T	423	680	D/7

5 SERIES GRAN TURISMO



VERDICT | Hated by critics, loved by (all 12) owners

5 SERIES GRAN TURISMO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
520d GT	744 962	5.5	144	8.9	4/2.0TD	135	380	A/8
530d GT	909 386	5.8	153	6.2	6/3.0TD	190	560	A/8
535i GT	926 387	8.2	192	6.1	6/3.0T	225	400	A/8
550i GT	1 176 644	9.2	214	5.0	V8/4.4T	330	650	A/8

X5



VERDICT | A master class in subtle evolution

X5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
xDrive25d	889 668	5.6	146	7.7	4/2.0TD	170	500	A/8
xDrive35i	948 400	8.5	197	6.5	6/3.0T	225	400	A/8
xDrive30d	962 694	5.9	156	6.8	6/3.0TD	190	560	A/8
xDrive40d	1 086 796	6.0	157	5.9	6/3.0TD	230	630	A/8
xDrive40e eDrive	1 097 500	3.3	77	6.8	4/2.0Te	230e	450e	A/8
xDrive50i	1 203 670	9.6	224	5.83	V8/4.4T	330	650	A/8
M50d	1 263 938	6.6	173	5.3	6/3.0TD	280	740	A/8
X5 M	1 791 159	11.1	258	4.2	V8/4.4T	423	750	A/8

X6



VERDICT | The excellent X5 in a skin-tight tracksuit

X6	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
xDrive35i	1 033 003	8.5	198	6.4	6/3.0T	225	400	A/8
xDrive40d	1 142 912	6.2	163	5.8	6/3.0TD	230	630	A/8
xDrive50i	1 268 773	9.7	225	4.8	V8/4.4T	330	650	A/8
M50d	1 440 540	6.6	174	5.2	6/3.0TD	280	740	A/8
X6 M	1 827 659	11.1	258	4.75	V8/4.4T	423	750	A/8

6 SERIES / M6



VERDICT | The very essence of Teutonic grand touring

6 SERIES	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé								
640i	1 096 335	7.4	172	5.3	6/3.0T	235	450	A/8
640d	1 137 360	5.4	143	5.3	6/3.0TD	230	630	A/8
650i	1 459 605	8.6	199	4.6	V8/4.4T	330	650	A/8
M6	1 715 491	9.9	232	4.2	V8/4.4T	412	680	D/7
M6 Competition	1 863 091	9.9	232	3.9	V8/4.4T	441	700	D/7
Gran Coupé								
640i	1 144 540	7.5	174	5.4	6/3.0T	235	450	A/8
640d	1 185 168	5.5	146	5.93	6/3.0TD	230	630	A/8
650i	1 501 605	8.6	199	5.42	V8/4.4T	330	650	A/8
M6	1 787 991	9.9	232	4.2	V8/4.4T	412	680	D/7
M6 Competition	1 921 991	9.9	232	3.9	V8/4.4T	441	700	D/7
convertible								
640i	1 186 746	7.6	176	5.5	6/3.0T	235	450	A/8
650i	1 537 529	8.9	208	4.6	V8/4.4T	330	650	A/8
M6	1 830 209	10.3	239	4.47	V8/4.4T	412	680	D/7
M6 Competition	1 977 809	10.3	239	4.0	V8/4.4T	441	700	D/7

7 SERIES



VERDICT | Tech-laden limo a treat from every seat

7 SERIES	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
740i	1 342 488	6.6	154	5.5	6/3.0T	240	450	A/8
730d	1 366 629	5.0	131	6.1	6/3.0TD	195	620	A/8
750i	1 761 566	7.9	184	4.7	V8/4.4T	330	650	A/8
750Li	1 900 374	8.0	187	4.7	V8/4.4T	330	650	A/8

i8



VERDICT | 3-cylinder hybrid sports car is a revelation

i8	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
eDrive coupé	1 817 000	2.1	49	4.89	3/1.5+e	266	570e	A/6

CHANGAN

STAR



VERDICT | Tempting price, credible design, but untried

STAR	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0	85 990	n/a	184	n/a	4/1.0	39	78	M/5
1.3	96 990	n/a	189	n/a	4/1.3	60	102	M/5
1.3 King cab	105 990	n/a	189	n/a	4/1.3	60	102	M/5

CHERY

QQ3



VERDICT | Chev Spark clone on the cheap

QQ3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
0.8 TE	93 900	6.8	156	20.0	3/0.8	38	70	M/5
0.8 TX	104 900	6.8	156	20.0	3/0.8	38	70	M/5
1.1 TXE	114 900	5.7	133	18.5	4/1.1	50	90	M/5

J2



VERDICT | Still no match for small hatch establishment

J2	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5 TX	144 900	7.4	176	15.1	4/1.5	72	140	M/5
1.5 Swag	154 900	7.4	176	15.1	4/1.5	72	140	M/5

J3



VERDICT | Solid, inoffensive. Fails to convince

J3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 TXE	209 900	8.3	194	n/a	4/1.6	93	160	M/5

TIGGO



VERDICT | Nosejob for Christopher Robin's soft-roader

TIGGO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 TXE	234 900	8.6	201	n/a	4/1.6	93	160	M/5

P10



VERDICT | Good attempt at a 15 seater. Lacks character

P10	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0TCI	289 900	11.0	263	n/a	4/2.0T	125	235	M/5

CHEVROLET

SPARK



VERDICT | Likeable new Chev 'too young' for some

SPARK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 Campus	132 000	5.4	129	13.3	4/1.2	60	108	M/5
1.2 Curve	137 600	5.4	129	13.3	4/1.2	60	108	M/5
1.2 L	143 100	5.4	129	13.3	4/1.2	60	108	M/5
1.2 LS	152 600	5.4	129	13.3	4/1.2	60	108	M/5
1.2 LT	163 800	5.4	129	13.3	4/1.2	60	108	M/5

UTILITY



VERDICT | Still the benchmark despite polarising looks

UTILITY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 UteWorking Edition	150 000	7.2	171	12.8	4/1.4	68	120	M/5
1.4	155 800	7.2	171	12.8	4/1.4	68	120	M/5
1.4 UteSurf Edition	167 200	7.2	171	12.8	4/1.4	68	120	M/5
1.4 Club	181 300	7.2	171	12.8	4/1.4	68	120	M/5
1.4 Sport	203 400	7.2	171	12.8	4/1.4	68	120	M/5
1.8	173 300	8.1	193	9.8	4/1.8	77	161	M/5
1.8 UteSurf Edition	178 900	8.1	193	9.8	4/1.8	77	161	M/5
1.8 Club	186 700	8.1	193	9.8	4/1.8	77	161	M/5
1.8 Sport	209 900	8.1	193	9.8	4/1.8	77	161	M/5

AVEO



VERDICT | Ageing fast. Stretch for a Sonic instead

AVEO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch 1.6 L	156 000	7.3	173	11.5	4/1.6	77	145	M/5
sedan 1.6 L	161 000	7.3	173	11.6	4/1.6	77	145	M/5
sedan 1.6 LS	174 300	7.3	173	11.6	4/1.6	77	145	M/5
sedan 1.6 LS auto	189 200	7.7	184	12.1	4/1.6	77	145	A/4

SONIC



VERDICT | Strong, sporty style. Stronger rivals

SONIC	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch 1.6 LS	214 000	6.5	155	11.3	4/1.6	85	155	M/5
sedan 1.6 LS	222 500	6.4	152	11.3	4/1.6	85	155	M/5
sedan 1.6 LS auto	234 100	6.9	164	11.7	4/1.6	85	155	A/6
hatch 1.4T RS	253 800	6.6	155	9.29	4/1.4T	103	200	M/6

CRUZE



VERDICT | As the name suggests, good for cruisin'

CRUZE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan 1.6 L	244 000	6.7	157	12.8	4/1.6	86	155	M/5
sedan 1.6 LS	265 300	6.7	157	12.8	4/1.6	86	155	M/5
sedan 1.4T LS	281 400	5.8	135	9.3	4/1.4T	103	200	M/6
sedan 1.4T LS auto	291 800	6.8	157	10.4	4/1.4T	103	200	A/6
hatch 1.6 LS	269 100	6.7	158	12.8	4/1.6	86	155	M/5
hatch 1.4T LS	287 000	5.8	135	9.3	4/1.4T	103	200	M/6

ORLANDO



VERDICT | Wagon for the stay-at-home dad

ORLANDO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.8 LS	321 200	7.2	171	12.0	4/1.8	104	176	M/5

CAPTIVA



VERDICT | Strong on value – at this age it needs to be

CAPTIVA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 LT	388 800	8.8	210	10.5	4/2.4	123	230	M/6
2.4 LT auto	407 300	8.8	210	11.0	4/2.4	123	230	A/6
2.2D LT	422 800	7.9	209	n/a	4/2.2TD	135	400	A/6

TRAILBLAZER



VERDICT | More practical than King Fortuner

TRAILBLAZER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5D LT	451 500	7.4	195	11.7	4/2.5TD	120	380	M/6
2.8D LTZ auto	533 100	9.5	254	10.6	4/2.8TD	144	500	A/6
2.8D 4x4 LTZ	572 300	8.0	215	11.4	4/2.8TD	144	440	M/6
2.8D 4x4 LTZ auto	591 500	9.5	254	10.6	4/2.8TD	144	500	A/6

CHRYSLER

GRAND VOYAGER



VERDICT | Grand American for grand-sized Americans

GRAND VOYAGER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.8CRD LX	613 990	8.4	222	12.8	4/2.8TD	120	360	A/6
2.8CRD Limited	702 990	8.4	222	12.8	4/2.8TD	120	360	A/6

300C



VERDICT | Bold capable exec often ignored

300C	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.6 Luxury Series	605 990	9.7	227	7.7	V6/3.6	210	340	A/8
SRT8	781 990	13.0	303	5.0	V8/6.4	347	631	A/5

CITROËN

C1



VERDICT | Price adjusted C1 now a real Up rival

C1	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
VTi 51kW Feel	149 900	4.1	95	14.3	3/1.2	51	116	M/5
VTi 51kW Airscape Feel	159 900	4.1	95	14.3	3/1.2	51	116	M/5

DS3



VERDICT | New headlights but still a proper Mini Cooper

DS3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
60kW Design	258 400	4.7	109	12.3	3/1.2	60	118	M/5
e-THP 81kW Style	298 400	4.5	104	10.6	3/1.2T	81	205	M/5
88kW Style auto	313 400	6.6	150	10.9	4/1.6	88	160	A/4
Cabrio e-THP 81kW Style	341 900	4.5	104	10.7	3/1.2T	81	205	M/5
e-THP 120kW Sport	343 400	5.6	129	7.78	4/1.6T	120	240	M/6

C4 CACTUS



VERDICT | Fun, comfy and bubble-wrapped cool

C4 CACTUS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
60kW Feel	244 900	4.6	107	14.5	3/1.2	60	118	M/5
e-THP 81kW Feel	274 900	4.7	107	9.3	3/1.2T	81	205	M/5
e-THP 81kW Shine	299 900	4.7	107	9.3	3/1.2T	81	205	M/5

C4 PICASSO



VERDICT | Unusually pretty, properly sorted MPV

C4 PICASSO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
e-HDi 85kW Seduction	353 900	4.0	105	13.6	4/1.6TD	85	270	M/6
e-HDi 85kW Intensive	373 900	4.0	105	13.6	4/1.6TD	85	270	M/6
e-THP 121kW Intensive auto	397 900	5.6	130	9.3	4/1.6T	121	240	A/6

DISPATCH



VERDICT | Practical people carrier. Nothing more

DISPATCH MULTISPACE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
HDi 160 Comfort	424 900	7.6	199	13.6	4/2.0TD	120	340	A/6

DATSUN

GO



VERDICT | Dull styling, no ABS. Airbag only on Lux model

GO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 Mid	97 200	5.2	123	13.3	3/1.2	50	104	M/5
1.2 Lux	109 900	5.2	123	13.3	3/1.2	50	104	M/5

DESK

MINI TRUCK



VERDICT | Unbelievably low pricing. Warning!

MINI TRUCK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
K01 1.0	76 990	n/a	n/a	n/a	4/1.0	35	76	M/5
K01 1.3	92 990	n/a	n/a	n/a	4/1.3	58	103	M/5
K01 1.3 J-Car	106 990	n/a	n/a	n/a	4/1.3	58	103	M/5

DODGE

JOURNEY



VERDICT | Better inside, but still off course

JOURNEY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.6 R/T	487 990	10.4	242	n/a	V6/3.6	206	353	A/6
Crossroad 3.6	507 990	10.4	242	n/a	V6/3.6	206	353	A/6

FAW

V2



VERDICT | Cheap, garish and uninspiring

V2	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 DLX	109 995	6.5	155	n/a	4/1.3	67	120	M/5
1.3 #Like	119 995	6.5	155	n/a	4/1.3	67	120	M/5

SIRIUS S80



VERDICT | Sounds grand, probably isn't

SIRIUS S80	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 Comfort	174 995	7.5	177	n/a	4/1.3	67	120	M/5
1.5	184 995	8.1	191	n/a	4/1.5	75	140	M/5
1.5 Comfort	189 995	8.1	191	n/a	4/1.5	75	140	M/5

FERRARI

CALIFORNIA T



VERDICT | 'Entry-level' Ferrari a turbocharged triumph

CALIFORNIA T	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
California T	3 668 000	10.5	250	3.6	V8/3.9T	412	755	D/7

488



VERDICT | More powerful, more beautiful 458

488	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
488 GTB	4 600 000	11.4	260	3.0	V8/3.9T	492	760	D/7
488 Spider	TBA	11.4	260	3.0	V8/3.9T	492	760	D/7

FF



VERDICT | FF for Very Fast

FF	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
FF	5 150 000	15.4	360	3.7	V12/6.3	485	683	D/7

F12



VERDICT | Glorious V12, provocative body. Epic

F12	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
F12berlinetta	5 979 000	15.0	350	3.1	V12/6.3	545	690	D/7
F12tdf	POA	15.4	360	2.9	V12/6.3	574	705	D/7

FIAT

PANDA



VERDICT | Fun to drive, pragmatic, cheap to run

PANDA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 Pop	157 990	5.2	120	14.2	4/1.2	51	102	M/5
1.2 Lounge	174 990	5.2	120	15.53	4/1.2	51	102	M/5

500



VERDICT | Majors on style and charm. Retro glamour

500	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.2 Pop	184 990	5.1	119	12.9	4/1.2	51	102	M/5
1.2 Pop auto	194 030	5.0	115	13.0	4/1.2	51	102	S/5
1.2 Lounge	200 990	5.1	119	12.9	4/1.2	51	102	M/5
1.2 Lounge auto	210 030	5.0	115	13.0	4/1.2	51	102	S/5
1.4 Lounge	234 990	6.1	140	10.5	4/1.4	74	131	M/6
1.4 Lounge auto	244 030	5.8	135	10.6	4/1.4	74	131	S/5
500S 1.4	239 990	6.1	140	10.5	4/1.4	74	131	M/6
500S 1.4 auto	249 030	5.8	135	10.6	4/1.4	74	131	S/5
cabriolet								
500C 1.2 Pop	229 990	5.1	119	12.9	4/1.2	51	102	M/5
500C 1.2 Pop auto	239 030	5.0	115	13.0	4/1.2	51	102	S/5
500C 1.4 Lounge	276 990	6.1	140	10.5	4/1.4	74	131	M/6
500C 1.4 Lounge auto	286 030	5.8	135	10.6	4/1.4	74	131	S/5
500S cabriolet 1.4	287 990	6.1	140	10.5	4/1.4	74	131	M/6
500S cabriolet 1.4 auto	297 030	5.8	135	10.6	4/1.4	74	131	S/5

QUBO



VERDICT | Postman Pat's Italian cousin. Opt for diesel

QUBO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4	209 990	6.6	152	16.2	4/1.4	54	118	M/5
1.3 Multijet	232 990	4.4	115	16.5	4/1.3TD	55	190	M/5

500L



VERDICT | The 500 that ate *all* the pies. Good family fun

500L	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 Pop Star	270 990	6.2	145	12.8	4/1.4	70	127	M/6
1.4 Easy	270 990	6.2	145	12.8	4/1.4	70	127	M/6
1.4 Lounge	285 990	6.2	145	12.8	4/1.4	70	127	M/6
1.6 Multijet Lounge	329 990	4.5	117	11.3	4/1.6TD	77	320	M/6
1.4 T-Jet Trekking	339 990	7.0	163	11.0	4/1.4T	88	215	M/6

500X



VERDICT | Most middle-of-the-road Fiat yet

500L	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Pop Star	298 990	6.4	147	11.5	4/1.6	81	152	M/5
1.4T Cross	329 990	6.0	139	9.8	4/1.4T	103	230	M/6
1.4T Cross auto	345 990	5.7	133	9.8	4/1.4T	103	230	D/6
1.4T Cross Plus	364 990	6.0	139	9.8	4/1.4T	103	230	M/6
1.4T Cross Plus auto	379 990	5.7	133	9.8	4/1.4T	103	230	D/6

DOBLO PANORAMA



VERDICT | Family-friendly room with a view

DOBLO PANORAMA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Multijet Dynamic	334 990	5.5	145	13.4	4/1.6TD	77	290	M/6

FORD

FIGO



VERDICT | Less feisty old Fiesta, more global new Ka

FIGO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.5 Ambiente	158 900	5.9	141	11.8	4/1.5	82	136	M/5
1.5 Trend	167 900	5.9	141	11.8	4/1.5	82	136	M/5
1.5 Titanium	181 900	5.9	141	10.0	4/1.5	82	136	M/5
1.5 Titanium auto	203 900	6.0	142	12.0	4/1.5	82	136	D/6
1.5TDCi Ambiente	189 900	4.1	108	12.1	4/1.5TD	74	215	M/5
1.5TDCi Trend	199 900	4.1	108	12.1	4/1.5TD	74	215	M/5
sedan								
1.5 Ambiente	160 900	5.9	141	11.8	4/1.5	82	136	M/5
1.5 Trend	169 900	5.9	141	11.8	4/1.5	82	136	M/5
1.5 Titanium auto	205 900	6.0	142	12.0	4/1.5	82	136	D/6

IKON



VERDICT | Nondescript shell hides reasonably good car

IKON	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Ambiente	163 900	7.7	182	11.3	4/1.6	74	143	M/5

FIESTA



VERDICT | Fresh face, brilliant turbo three-pot

FIESTA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 Ambiente	207 900	5.7	130	12.2	4/1.4	71	128	M/5
1.4 Trend	214 900	5.7	130	12.2	4/1.4	71	128	M/5
1.0T Ambiente	207 900	4.3	99	9.4	3/1.0T	92	170	M/5
1.0T Ambiente auto	218 900	4.9	114	10.8	3/1.0T	74	170	D/6
1.0T Trend	219 900	4.3	99	9.84	3/1.0T	92	170	M/5
1.0T Trend auto	230 900	4.9	114	10.8	3/1.0T	74	170	D/6
1.0T Titanium	242 900	4.3	99	9.4	3/1.0T	92	170	M/5
1.0T Titanium auto	252 900	4.9	114	10.8	3/1.0T	74	170	D/6
1.6TDCi Ambiente	229 900	3.6	95	11.7	4/1.6TD	70	200	M/5
1.6TDCi Trend	236 900	3.6	95	11.7	4/1.6TD	70	200	M/5
3-door ST	296 900	5.9	138	6.9	4/1.6T	134	290	M/6

B-MAX



VERDICT | Good: smart cabin, goes well. Bad: van vibes

B-MAX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0T Ambiente	223 900	5.1	119	13.2	3/1.0T	74	170	M/5
1.0T Trend	249 900	4.9	114	11.2	3/1.0T	92	170	M/5
1.0T Titanium	274 900	4.9	114	11.2	3/1.0T	92	170	M/5

ECOSPORT



VERDICT | More than just a Fiesta on stilts

ECOSPORT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5 Ambiente	226 900	6.5	154	11.6	4/1.5	82	138	M/5
1.0T Trend	261 900	5.7	131	12.7	3/1.0T	92	170	M/5
1.0T Titanium	282 900	5.7	131	12.09	3/1.0T	92	170	M/5
1.5 Titanium auto	286 900	6.5	154	13.4	4/1.5	82	138	D/6
1.5TDCi Trend	265 900	4.5	125	n/a	4/1.5TD	74	205	M/5
1.5TDCi Titanium	286 900	4.5	125	n/a	4/1.5TD	74	205	M/5

FOCUS



VERDICT | Plays golf better than you think

FOCUS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan								
1.0T Ambiente	228 900	5.0	116	11.1	3/1.0T	92	170	M/6
1.0T Ambiente auto	245 900	5.5	125	12.0	3/1.0T	92	170	A/6
1.0T Trend	250 900	5.0	116	11.1	3/1.0T	92	170	M/6
1.0T Trend auto	262 900	5.5	125	12.0	3/1.0T	92	170	A/6
1.5T Trend	281 900	5.6	128	8.7	4/1.5T	132	240	M/6
1.5T Trend auto	299 900	6.1	140	9.0	4/1.5T	132	240	A/6
hatch								
1.0T Ambiente	233 900	5.0	116	11.1	3/1.0T	92	170	M/6
1.0T Ambiente auto	250 900	5.5	125	12.0	3/1.0T	92	170	A/6
1.0T Trend	255 900	5.0	116	11.1	3/1.0T	92	170	M/6
1.0T Trend auto	267 900	5.5	125	12.0	3/1.0T	92	170	A/6
1.5T Trend	287 900	5.5	127	8.6	4/1.5T	132	240	M/6
1.5T Trend auto	304 900	6.1	140	8.9	4/1.5T	132	240	A/6
ST 1	403 900	6.8	159	6.5	4/2.0T	184	360	M/6
ST 3	443 900	6.8	159	6.5	4/2.0T	184	360	M/6

TOURNEO CONNECT



VERDICT | Great van for more than just Blue Oval fans

TOURNEO CONNECT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Tourneo Connect								
1.0T Ambiente	283 900	5.6	129	n/a	3/1.0T	74	170	M/6
1.0T Trend	295 900	5.6	129	n/a	3/1.0T	74	170	M/6
Grand Tourneo Connect								
1.6T Titanium auto	376 900	8.0	184	n/a	4/1.6T	110	240	A/6
1.6TDCi Titanium	382 900	4.9	130	n/a	4/1.6TD	85	285	M/6

RANGER



VERDICT | The segment's new top dog

RANGER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5	212 900	10.8	257	n/a	4/2.5	122	226	M/5
2.2	224 900	6.6	172	n/a	4/2.2TD	88	285	M/5
2.2 Hi-Rider XL	284 900	6.9	182	n/a	4/2.2TD	118	385	M/6
2.2 4x4 XL	341 900	6.9	182	n/a	4/2.2TD	118	385	M/6
2.2 Hi-Rider XLS	342 900	6.9	182	n/a	4/2.2TD	118	385	M/6
2.2 4x4 XL-Plus	365 900	6.9	182	n/a	4/2.2TD	118	385	M/6
2.2 4x4 XLS	399 900	6.9	182	n/a	4/2.2TD	118	385	M/6
3.2 Hi-Rider XLS	379 900	8.2	217	n/a	5/3.2TD	147	470	M/6
3.2 4x4 XLS	436 900	8.3	218	n/a	5/3.2TD	147	470	M/6
Super Cab								
2.2 Hi-Rider	254 900	6.9	182	n/a	4/2.2TD	88	285	M/5
2.2 Hi-Rider XL	335 900	6.9	182	n/a	4/2.2TD	118	385	M/6
2.2 4x4 XL	392 900	6.9	182	n/a	4/2.2TD	118	385	M/6
3.2 Hi-Rider XLS	399 900	8.2	217	n/a	5/3.2TD	147	470	M/6
3.2 4x4 XLS	456 900	8.3	218	n/a	5/3.2TD	147	470	M/6
3.2 4x4 XLT auto	499 900	8.8	230	n/a	5/3.2TD	147	470	A/6
double cab								
2.2 Hi-Rider	284 900	6.9	182	n/a	4/2.2TD	88	285	M/5
2.2 Hi-Rider XL	339 900	6.9	182	n/a	4/2.2TD	118	385	M/6
2.2 4x4 XL	396 900	6.9	182	n/a	4/2.2TD	118	385	M/6
2.2 Hi-Rider XLS	428 900	6.9	182	n/a	4/2.2TD	118	385	M/6
2.2 4x4 XL-Plus	419 900	6.9	182	n/a	4/2.2TD	118	385	M/6
2.2 4x4 XLS	485 900	6.9	182	n/a	4/2.2TD	118	385	M/6
2.2 Hi-Rider XLT	458 900	6.9	182	n/a	4/2.2TD	118	385	M/6
3.2 Hi-Rider XLT	497 900	8.2	217	n/a	5/3.2TD	147	470	M/6
3.2 Hi-Rider XLT auto	509 900	8.5	225	n/a	5/3.2TD	147	470	A/6
3.2 4x4 XLT	554 900	8.3	218	n/a	5/3.2TD	147	470	M/6
3.2 4x4 XLT auto	566 900	9.0	236	n/a	5/3.2TD	147	470	A/6
3.2 Hi-Rider Wildtrak	526 900	8.2	217	n/a	5/3.2TD	147	470	M/6
3.2 Hi-Rider Wildtrak auto	537 900	8.5	225	n/a	5/3.2TD	147	470	A/6
3.2 4x4 Wildtrak auto	596 900	9.0	236	n/a	5/3.2TD	147	470	A/6

KUGA



VERDICT | Chunkier, taller, more useful Focus

KUGA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5T Ambiente	339 900	6.6	154	9.7	4/1.5T	110	240	M/6
1.5T Ambiente auto	357 900	7.0	162	9.9	4/1.5T	132	240	A/6
1.5T Trend	387 900	6.6	154	9.7	4/1.5T	110	240	M/6
1.5T Trend auto	401 900	7.0	162	9.9	4/1.5T	132	240	A/6
1.5T AWD Trend	431 900	7.7	179	10.1	4/1.5T	132	240	A/6
2.0T AWD Titanium	472 900	8.8	204	7.8	4/2.0T	177	240	A/6
2.0TDCi AWD Trend	457 900	6.2	162	10.4	4/2.0TD	132	400	D/6
2.0TDCi AWD Titanium	492 900	6.2	162	10.4	4/2.0TD	132	400	D/6

FUSION



VERDICT | New 'Mondeo' has been worth the wait

FUSION	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5T Trend	367 900	7.4	173	9.2	4/1.5T	132	240	A/6
2.0T Trend	395 900	7.5	174	8.7	4/2.0T	149	300	A/6
2.0T Titanium	454 900	8.5	187	7.7	4/2.0T	177	340	A/6
2.0TDCi Titanium	494 900	5.1	124	8.6	4/2.0TD	132	400	D/6

TOURNEO CUSTOM



VERDICT | Fun-to-drive 8-seater. The new bus to beat

TOURNEO CUSTOM	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2TDCi SWB Ambiente	458 900	6.5	172	n/a	4/2.2TD	74	310	M/6
2.2TDCi LWB Ambiente	484 900	6.5	172	n/a	4/2.2TD	74	310	M/6
2.2TDCi SWB Trend	499 900	6.5	172	n/a	4/2.2TD	92	350	M/6
2.2TDCi LWB Trend	496 900	6.5	172	n/a	4/2.2TD	92	350	M/6
2.2TDCi SWB Limited	539 900	6.5	172	n/a	4/2.2TD	114	385	M/6

EVEREST



VERDICT | As good as we expected, just much costlier

EVEREST	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.2 4WD XLT	607 900	8.2	217	11.6	5/3.2TD	147	470	A/6
3.2 4WD Limited	663 900	8.2	217	11.6	5/3.2TD	147	470	A/6

MUSTANG



VERDICT | American icon gloriously reinvented

MUSTANG	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.3T fastback	699 900	8.0	179	5.8	4/2.3T	233	430	M/6
2.3T fastback auto	719 900	9.8	225	5.8	4/2.3T	233	430	A/6
2.3T convertible auto	779 900	9.8	225	5.8	4/2.3T	233	430	A/6
5.0 GT fastback	819 900	13.5	308	4.8	V8/5.0	306	530	M/6
5.0 GT fastback auto	839 900	12.0	287	4.8	V8/5.0	306	530	A/6
5.0 GT convertible auto	899 900	12.8	294	4.8	V8/5.0	306	530	A/6

FOTON

THUNDA



VERDICT | Bare essentials bakkie

THUNDA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2 V	139 950	n/a	n/a	n/a	4/2.2	76	193	M/5
2.2 CV	149 950	n/a	n/a	n/a	4/2.2	76	193	M/5
2.8TD CV	179 950	n/a	n/a	n/a	4/2.8TD	68	202	M/5
2.2 double cab CV	184 950	n/a	n/a	n/a	4/2.2	76	193	M/5
2.8TD double cab XV	205 950	n/a	n/a	n/a	4/2.8TD	68	202	M/5

TUNLAND



VERDICT | Best Chinese bakkie yet. Thanks Cummins

TUNLAND	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.8 on-road Comfort	204 950	8.0	212	n/a	4/2.8TD	96	280	M/5
2.8 off-road Comfort	244 950	8.0	212	n/a	4/2.8TD	96	280	M/5
2.8 off-road Luxury	254 950	8.0	212	n/a	4/2.8TD	96	280	M/5
double cab								
2.8 off-road Comfort	299 950	8.3	219	13.5	4/2.8TD	120	360	M/5
2.8 off-road Luxury	319 950	8.3	219	13.5	4/2.8TD	120	360	M/5
2.8 4x4 Comfort	384 950	8.3	219	13.5	4/2.8TD	120	360	M/5
2.8 4x4 Luxury	404 950	8.3	219	13.5	4/2.8TD	120	360	M/5

GEELY

LC



VERDICT | Attractively priced Botox disaster

LC	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0 GC2 GS	92 990	6.2	140	n/a	3/1.0	50	88	M/5
1.3 GL	99 990	6.9	164	14.0	4/1.3	63	110	M/5

LC CROSS



VERDICT | Just like an LC, but less happy-faced

LC CROSS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 GL	109 990	6.9	164	14.0	4/1.3	63	110	M/5
1.5 GX2 GL	112 900	7.3	169	n/a	4/1.5	75	136	M/5

MK



VERDICT | Bargain motoring

MK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch 1.5 GL	99 990	7.7	178	n/a	4/1.5	69	128	M/5
sedan 1.5 GL	104 990	7.7	178	n/a	4/1.5	69	128	M/5

EMGRAND 7



VERDICT | A cheaper sedan for the family man

EMGRAND 7	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.8 GL Luxury	164 990	7.6	180	10.9	4/1.8	102	172	M/5
1.8 GT Executive	174 990	7.6	180	10.9	4/1.8	102	172	M/5

GWM

M4



VERDICT | Chunkier ghost of old Florid Cross

M4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5	189 900	7.2	172	n/a	4/1.5	77	138	M/5

STEED 5



VERDICT | One of the better Chinese bakkies

STEED 5	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
2.2L Workhorse	164 900	9.7	229	n/a	4/2.2	78	190	M/5
2.4L 4x4 Lux	209 900	10.7	251	n/a	4/2.4	100	200	M/5
double cab								
2.2L Lux	184 900	10.2	240	n/a	4/2.2	78	190	M/5
2.0WGT SX	214 900	9.3	245	n/a	4/2.0TD	78	225	M/5
2.4L 4x4 Lux	234 900	10.7	251	n/a	4/2.4	100	200	M/5
2.0VGT Lux	219 900	8.3	220	n/a	4/2.0TD	110	310	M/6
2.0VGT 4x4 Lux	239 900	8.3	220	n/a	4/2.0TD	110	310	M/6

STEED 5E



VERDICT | Improves with each new iteration

STEED 5E	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
double cab								
2.4 SX	239 900	10.7	251	n/a	4/2.4	93	200	M/5
2.4 Xscape	256 900	10.7	251	n/a	4/2.4	93	200	M/5
2.0VGT SX	269 900	8.3	220	n/a	4/2.0TD	105	305	M/6
2.0VGT Xscape	289 900	8.3	220	n/a	4/2.0TD	105	305	M/6

H5



VERDICT | Facelifted Hover gains traction for the brand

H5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 Lux	199 900	10.3	242	n/a	4/2.4	100	200	M/5
2.4 4x4 Lux	219 900	10.3	242	n/a	4/2.4	100	200	M/5
2.0VGT Lux	214 900	7.6	199	n/a	4/2.0TD	110	310	M/6
2.0VGT 4x4 Lux auto	244 900	9.2	240	n/a	4/2.0TD	110	310	A/5

STEED 6



VERDICT | Steed gets dressed up for the rodeo

STEED 6	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
double cab								
2.0VGT SX	299 900	8.8	233	n/a	4/2.0TD	105	305	M/6
2.0VGT Xscape	319 900	8.8	233	n/a	4/2.0TD	105	310	M/6

HONDA

BRIO



VERDICT | Spirited tot is surprisingly competent

BRIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.2 Trend	140 800	5.6	133	12.2	4/1.2	65	109	M/5
1.2 Comfort	154 500	5.6	133	11.56	4/1.2	65	109	M/5
1.2 Comfort auto	167 500	6.3	150	14.7	4/1.2	65	109	A/5
Amaze sedan								
1.2 Trend	153 600	6.1	147	12.4	4/1.2	65	109	M/5
1.2 Comfort	164 600	6.1	147	12.4	4/1.2	65	109	M/5
1.2 Comfort auto	177 600	6.9	167	15.7	4/1.2	65	109	A/5

MOBILIO



VERDICT | A Brio for (much) larger families

MOBILIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5 Trend	196 200	6.1	147	10.8	4/1.5	88	145	M/5
1.5 Comfort	217 000	6.1	147	10.8	4/1.5	88	145	M/5
1.5 Comfort auto	233 400	6.0	144	11.3	4/1.5	88	145	C/V

JAZZ



VERDICT | No great advance over popular predecessor

JAZZ	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 Trend	193 500	5.6	135	13.5	4/1.2	66	110	M/5
1.2 Comfort	220 300	5.6	135	13.6	4/1.2	66	110	M/5
1.2 Comfort auto	237 800	5.6	136	14.3	4/1.2	66	110	C/V
1.5 Elegance	252 600	6.0	143	9.9	4/1.5	88	145	M/5
1.5 Elegance auto	267 600	5.8	140	10.6	4/1.5	88	145	C/V
1.5 Dynamic	268 600	6.0	143	10.49	4/1.5	88	145	M/5
1.5 Dynamic auto	283 600	5.8	140	10.7	4/1.5	88	145	C/V

BALLADE



VERDICT | Badge still better than the car

BALLADE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5 Trend	218 100	5.9	140	9.6	4/1.5	88	145	M/5
1.5 Trend auto	233 100	5.8	137	11.1	4/1.5	88	145	C/V
1.5 Elegance	247 600	5.9	140	9.6	4/1.5	88	145	M/5
1.5 Elegance auto	262 600	5.8	137	11.1	4/1.5	88	145	C/V
1.5 Executive	264 100	5.9	140	9.6	4/1.5	88	145	M/5
1.5 Executive auto	279 100	5.8	137	11.1	4/1.5	88	145	C/V

CIVIC



VERDICT | Drives well, but not outstandingly so

CIVIC	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan								
1.8 Elegance	325 200	6.7	160	8.6	4/1.8	104	174	M/5
1.8 Elegance auto	340 200	6.6	157	10.7	4/1.8	104	174	A/5
1.8 Executive	337 700	6.7	160	9.1	4/1.8	104	174	M/5
1.8 Executive auto	352 700	6.6	157	10.7	4/1.8	104	174	A/5
hatch								
1.8 Elegance	310 100	6.1	146	9.1	4/1.8	104	174	M/6
1.8 Elegance auto	325 100	6.5	155	10.9	4/1.8	104	174	A/5
1.8 Executive	337 700	6.3	150	9.57	4/1.8	104	174	M/6
1.8 Executive auto	352 700	6.5	155	11.3	4/1.8	104	174	A/5
Type R	586 400	7.3	170	5.88	4/2.0T	228	400	M/6

HR-V



VERDICT | Promising but pricey, and CVT-only for now

HR-V	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5 Comfort	313 100	6.2	147	12.0	4/1.5	88	145	C/V
1.8 Elegance	370 500	6.8	162	10.1	4/1.8	105	172	C/V

CR-Z



VERDICT | Likeable but compromised hybrid

CR-Z	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hybrid	401 200	5.2	124	9.4	4/1.5e	101e	190e	M/6
hybrid auto	416 200	4.9	117	9.9	4/1.5e	101e	190e	C/V

CR-V



VERDICT | More polish for popular soft-roader

CR-V	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Comfort	371 500	7.7	182	10.0	4/2.0	114	192	M/6
2.0 Comfort auto	386 500	7.6	181	12.4	4/2.0	114	192	A/5
2.0 Elegance	421 800	7.7	182	10.0	4/2.0	114	192	M/6
2.0 Elegance auto	436 800	7.6	181	12.4	4/2.0	114	192	A/5
2.4 Executive AWD	543 600	8.6	203	10.38	4/2.4	140	220	A/5
2.4 Exclusive AWD	582 200	8.6	203	11.1	4/2.4	140	220	A/5

ACCORD



VERDICT | Mid-size American luxury from Japan

ACCORD	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Elegance	434 600	7.5	178	11.7	4/2.0	114	190	A/5
2.4 Executive	501 700	8.1	192	10.6	4/2.4	132	225	A/5
3.5 V6 Exclusive	613 300	9.2	217	7.01	V6/3.5	207	339	A/6

HYUNDAI

i10



VERDICT | Not quite as grand a gem as it once was

i10	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.1 Motion	145 900	4.8	114	15.2	4/1.1	50	99	M/5
1.1 Motion auto	159 900	5.7	135	17.1	4/1.1	50	99	A/4

GRAND i10



VERDICT | Terrible name, decent little car

GRAND i10	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.25 Motion	167 900	5.9	130	12.7	4/1.2	64	120	M/5
1.25 Fluid	181 900	5.9	130	11.1	4/1.2	64	120	M/5
1.25 Fluid auto	191 900	6.9	147	14.2	4/1.2	64	120	A/4

i20



VERDICT | Feels just like the old car in a new suit

i20	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 Motion	207 900	5.9	140	13.6	4/1.2	61	115	M/5
1.2 Fluid	218 900	5.9	140	13.6	4/1.2	61	115	M/5
1.4 Fluid	232 900	6.5	147	11.4	4/1.4	74	133	M/6
1.4 Fluid auto	243 900	7.5	160	13.2	4/1.4	74	133	A/4
1.4 Sport	253 900	6.5	147	n/a	4/1.4	85	160	M/6

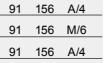
ACCENT



VERDICT | Small sedan buyer: this is money well spent

ACCENT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan 1.6 Motion	232 000	6.1	145	10.2	4/1.6	91	156	M/6
sedan 1.6 Fluid	249 900	6.1	145	10.2	4/1.6	91	156	M/6
sedan 1.6 Fluid auto	261 900	6.4	151	11.4	4/1.6	91	156	A/4
sedan 1.6 Glide	266 900	6.1	145	10.2	4/1.6	91	156	M/6
sedan 1.6 Glide auto	276 900	6.4	151	11.4	4/1.6	91	156	A/4
hatch 1.6 Fluid	261 900	6.4	152	10.2	4/1.6	91	156	M/6
hatch 1.6 Fluid auto	272 900	6.8	161	11.4	4/1.6	91	156	A/4

ELANTRA



VERDICT | Being outshone by turbocharged rivals

ELANTRA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Premium	293 900	6.4	152	10.1	4/1.6	96	157	M/6
1.6 Premium auto	309 900	6.9	163	11.6	4/1.6	96	157	A/6
1.6 Executive	304 900	6.4	152	10.1	4/1.6	96	157	M/6
1.6 Executive auto	319 900	6.9	163	11.6	4/1.6	96	157	A/6

i30

VERDICT | Korea scrapes into the Golf-class A-list

i30	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Premium	313 900	6.4	152	10.5	4/1.6	95	157	M/6
1.6 Premium auto	335 900	6.8	173	11.5	4/1.6	95	157	A/6
1.8 Executive	335 900	6.5	157	9.7	4/1.8	110	178	M/6

VELOSTER

VERDICT | Oddly attractive 2+1 door coupe hatch

VELOSTER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Executive	308 900	6.8	163	9.7	4/1.6	103	167	M/6
1.6 Executive auto	328 900	6.8	161	10.3	4/1.6	103	167	D/6
Turbo Elite	390 900	7.2	171	7.8	4/1.6T	150	265	M/6
Turbo Elite auto	410 900	6.9	165	7.3	4/1.6T	150	265	D/7

ix35

VERDICT | Still good but imminent Tucson even better

ix35	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Premium	349 900	8.5	201	10.7	4/2.0	116	192	M/6
2.0 Premium Special Edition	370 900	8.5	201	10.7	4/2.0	116	192	M/6
2.0 Premium auto	365 900	8.9	207	11.5	4/2.0	116	192	A/6
2.0 Premium auto Special Ed	386 900	8.9	207	11.5	4/2.0	116	192	A/6
1.7CRDi Premium	376 900	5.3	139	12.4	4/1.7TD	85	260	M/6
1.7CRDi Premium Special Ed	396 900	5.3	139	12.4	4/1.7TD	85	260	M/6
2.0 Executive	391 900	8.5	204	10.7	4/2.0	116	192	M/6
2.0 Executive Special Edition	406 900	8.5	204	10.7	4/2.0	116	192	M/6
2.0 Elite	416 900	8.8	200	11.5	4/2.0	116	192	A/6
2.0 Elite Special Edition	431 900	8.8	200	11.5	4/2.0	116	192	A/6
2.0CRDi Elite	447 900	6.5	170	9.4	4/2.0TD	130	383	M/6
2.0CRDi Elite Special Edition	467 900	6.5	170	9.4	4/2.0TD	130	383	M/6
2.0CRDi 4WD Elite	509 900	7.2	190	9.8	4/2.0TD	130	392	A/6
2.0CRDi 4WD Elite Special Ed	529 900	7.2	190	9.8	4/2.0TD	130	392	A/6

H-1

VERDICT | Nine seats plus room for the luggage

H-1	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 wagon GLS	482 900	10.2	241	13.11	4/2.4	126	224	M/5
2.5CRDi wagon GLS	579 900	9.8	260	14.5	4/2.5TD	120	392	A/5

SANTA FE

VERDICT | Impressive, attractive... and pricey

SANTA FE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2CRDi Elite	684 900	8.0	198	9.8	4/2.2TD	145	436	A/6
2.2CRDi 4WD Elite	724 900	8.3	206	10.0	4/2.2TD	145	436	A/6

INFINITI

Q50

VERDICT | Brave tech, decent spec. C-Class whips it

Q50	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2d	446 250	4.8	125	8.7	4/2.2TD	125	400	M/6
2.0T Premium	465 950	7.0	162	7.2	4/2.0T	155	350	A/7
2.0T Sport	488 850	7.0	162	7.2	4/2.0T	155	350	A/7
2.2d Premium	489 750	5.0	133	8.5	4/2.2TD	125	400	A/7
2.2d Sport	516 650	5.0	133	8.5	4/2.2TD	125	400	A/7
S Hybrid	620 650	6.8	159	5.1	V6/3.5e	261e	536e	D/7
S Hybrid AWD	645 650	7.2	169	5.4	V6/3.5e	261e	536e	D/7

QX50

VERDICT | Swoopily styled crossover, loaded with kit

QX50	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.0d	596 949	8.5	224	7.9	V6/3.0TD	175	550	A/7
3.0d GT	637 824	8.5	224	7.9	V6/3.0TD	175	550	A/7
3.0d GT Premium	679 230	8.5	224	8.42	V6/3.0TD	175	550	A/7
3.7 GT	629 070	12.2	288	6.4	V6/3.7	235	360	A/7
3.7 GT Premium	670 476	12.2	288	6.4	V6/3.7	235	360	A/7

Q60

VERDICT | 370Z's more genteel cousin

Q60	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé 3.7 GT	618 687	11.4	268	5.9	V6/3.7	235	360	A/7
coupé 3.7 S	641 270	11.4	268	5.9	V6/3.7	235	360	A/7
coupé 3.7 S Premium	674 569	11.4	268	5.9	V6/3.7	235	360	A/7
cabrio 3.7 GT Premium	701 687	11.4	268	6.4	V6/3.7	235	360	A/7

Q70

VERDICT | 'Interestingly' styled, superbly built

Q70	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.7 GT	651 154	10.2	235	6.2	V6/3.7	235	360	A/7
3.7 GT Premium	708 205	10.2	235	6.2	V6/3.7	235	360	A/7
3.7 S Premium	732 426	10.2	235	6.2	V6/3.7	235	360	A/7
3.0d GT	672 539	7.5	199	6.9	V6/3.0TD	175	550	A/7
3.0d GT Premium	729 590	7.5	199	6.9	V6/3.0TD	175	550	A/7
3.0d S	696 759	7.5	199	6.9	V6/3.0TD	175	550	A/7
3.0d S Premium	753 810	7.5	199	6.9	V6/3.0TD	175	550	A/7

QX70

VERDICT | 'Hollywood' SUV: puts on a great show

QX70	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.7 GT	758 500	12.3	291	6.8	V6/3.7	235	360	A/7
3.7 GT Premium	818 500	12.3	291	6.8	V6/3.7	235	360	A/7
3.7 S	803 500	12.3	291	6.8	V6/3.7	235	360	A/7
3.7 S Premium	863 500	12.3	291	6.8	V6/3.7	235	360	A/7
3.7 S Black	877 000	12.3	291	6.8	V6/3.7	235	360	A/7
3.0d GT	781 000	9.0	238	8.3	V6/3.0TD	175	550	A/7
3.0d GT Premium	841 000	9.0	238	8.3	V6/3.0TD	175	550	A/7
3.0d S	826 000	9.0	238	8.3	V6/3.0TD	175	550	A/7
3.0d S Premium	886 000	9.0	238	8.3	V6/3.0TD	175	550	A/7
3.0d S Black	899 500	9.0	238	8.3	V6/3.0TD	175	550	A/7
5.0 S Premium	959 500	13.1	312	6.02	V8/5.0	287	500	A/7

QX80

VERDICT | Glitzy, desert-friendly mobile apartment

QX80	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
5.6	1 308 000	14.8	350	7.5	V8/5.6	298	560	A/7

ISUZU

KB

VERDICT | Capable and well priced.

KB	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
250	235 000	7.9	208	n/a	4/2.5TD	58	170	M/5
250 Fleetside	258 800	7.9	208	n/a	4/2.5TD	58	170	M/5
250D-Teq Fleetside	285 600	7.6	199	n/a	4/2.5TD	100	320	M/5
250D-Teq LE	329 500	7.6	199	n/a	4/2.5TD	100	320	M/5
250D-Teq 4x4 LE	382 900	8.2	217	n/a	4/2.5TD	100	320	M/5
300D-Teq LX	381 100	7.7	203	n/a	4/3.0TD	130	380	M/5
300D-Teq 4x4 LX	439 200	8.1	213	n/a	4/3.0TD	130	380	M/5
Extended Cab								
250D-Teq Hi-Rider	337 400	7.6	199	n/a	4/2.5TD	100	320	M/5
300D-Teq LX	414 000	7.7	202	n/a	4/3.0TD	130	380	M/5
300D-Teq LX auto	427 900	7.7	204	n/a	4/3.0TD	130	380	A/5
300D-Teq 4x4 LX	474 400	7.9	209	n/a	4/3.0TD	130	380	M/5
double cab								
250D-Teq Hi-Rider	344 400	7.7	203	n/a	4/2.5TD	100	320	M/5
250D-Teq LE	435 200	7.7	203	n/a	4/2.5TD	100	320	M/5
250D-Teq 4x4 LE	457 400	7.9	208	n/a	4/2.5TD	100	320	M/5
300D-Teq LX	486 900	7.8	204	n/a	4/3.0TD	130	380	M/5
300D-Teq LX auto	501 200	7.7	204	n/a	4/3.0TD	130	380	A/5
300D-Teq 4x4 LX	549 800	7.9	209	13.08	4/3.0TD	130	380	M/5
300D-Teq 4x4 LX auto	563 500	7.9	208	n/a	4/3.0TD	130	380	A/5

JAGUAR

XE

VERDICT | Proper Jaguar, properly expensive

XE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
20d Pure	561 500	4.2	109	7.8	4/2.0TD	132	430	M/6
20d Prestige	619 900	4.2	109	7.8	4/2.0TD	132	430	A/8
20d R-Sport	644 700	4.2	109	7.8	4/2.0TD	132	430	A/8
20d Portfolio	687 300	4.2	109	7.8	4/2.0TD	132	430	A/8
25t Prestige	676 853	7.5	179	6.8	4/2.0T	177	340	A/8
25t R-Sport	701 753	7.5	179	6.8	4/2.0T	177	340	A/8
25t Portfolio	744 453	7.5	179	6.8	4/2.0T	177	340	A/8
S	961 092	8.1	194	5.1	V6/3.0S	250	450	A/8

XF

VERDICT | 2nd-gen XF adds more sport to the comfort

XF	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
20d Prestige	714 800	4.3	114	8.1	4/2.0TD	132	430	A/8
20d R-Sport	782 700	4.3	114	8.1	4/2.0TD	132	430	A/8
25t Prestige	755 153	7.5	179	7.0	4/2.0T	177	340	A/8
25t R-Sport	822 953	7.5	179	7.0	4/2.0T	177	340	A/8
25t Portfolio	856 253	7.5	179	7.0	4/2.0T	177	340	A/8
35t R-Sport	1 045 503	8.3	198	5.4	V6/3.0S	250	450	A/8
S	1 186 803	8.3	198	5.3	V6/3.0S	280	450	A/8

F-TYPE

VERDICT | Jag's first sports car in decades is the real deal

F-TYPE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé	979 205	8.4	199	5.3	V6/3.0S	250	450	A/8
convertible	997 505	8.4	199	5.3	V6/3.0S	250	450	A/8
S coupé	1 125 516	8.6	203	4.9	V6/3.0S	280	460	A/8
S convertible	1 143 916	8.6	203	5.04	V6/3.0S	280	460	A/8
R coupé	1 768 851	10.7	255	4.2	V8/5.0S	405	680	A/8
R convertible	1 787 251	10.7	255	4.2	V8/5.0S	405	680	A/8
R coupé AWD	1 864 887	11.3	269	4.08	V8/5.0S	405	680	A/8

XJ

VERDICT | No chauffeur required

XJ	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
i4 Luxury	1 045 742	9.0	213	7.9	4/2.0T	177	340	A/8
3.0D Luxury	1 363 266	7.0	184	6.2	V6/3.0TD	221	700	A/8
3.0D Premium Luxury	1 495 866	7.0	184	6.2	V6/3.0TD	221	700	A/8
3.0 Supercharged R-Sport	1 706 337	9.1	211	5.9	V6/3.0S	250	450	A/8
XJR	2 325 074	11.1	264	4.6	V8/5.0S	405	680	A/8
XJ L								
i4 Premium Luxury	1 285 342	9.0	213	7.9	4/2.0T	177	340	A/8
3.0D Premium Luxury	1 592 066	7.0	184	6.2	V6/3.0TD	221	700	A/8
3.0 Supercharged Portfolio	1 771 237	9.1	211	5.9	V6/3.0S	250	450	A/8
5.0 Supercharged Autobiography	2 547 374	11.1	264	4.9	V8/5.0S	375	625	A/8

JEEP

RENEGADE

VERDICT | Tough, expensive. More tool than toy

RENEGADE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6L Longitude	320 990	6.0	149	11.0	4/1.6	81	152	M/5
1.4L T Limited	380 990	6.0	140	10.9	4/1.4T	103	230	M/6
1.6L Multijet Limited	394 990	4.6	120	10.2	4/1.6TD	88	320	M/6
1.4L T 4x4 Limited	457 990	6.9	160	8.8	4/1.4T	125	250	A/9
2.4L 4x4 Trailhawk	455 990	7.5	175	9.8	4/2.4	137	232	A/9

COMPASS

VERDICT | The Koreans do compact FWD SUVs better

COMPASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0L Limited	381 990	7.6	175	10.6	4/2.0	115	190	M/5
2.0L Limited auto CVT	394 990	8.2	190	n/a	4/2.0	115	190	C/V

WRANGLER

VERDICT | Still a Wrangler, but now with fewer bad bits

WRANGLER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.6L Sahara	514 990	11.0	256	8.1	V6/3.6	209	347	A/5
Unlimited 3.6L Sahara	561 990	11.7	273	8.9	V6/3.6	209	347	A/5
Unlimited 3.6L Rubicon	588 990	11.9	276	8.9	V6/3.6	209	347	A/5
Unlimited 2.8CRD Sahara	624 990	8.3	217	10.7	4/2.8TD	147	460	A/5

CHEROKEE

VERDICT | Sophisticated, refined and boldly packaged

CHEROKEE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4L Longitude	541 990	8.3	193	11.43	4/2.4	130	229	A/9
3.2L Limited	584 990	9.5	221	8.1	V6/3.2	200	315	A/9
3.2L 4x4 Limited	636 990	10.0	232	8.1	V6/3.2	200	315	A/9
3.2L 4x4 Trailhawk	690 990	10.0	232	8.4	V6/3.2	200	315	A/9

GRAND CHEROKEE

VERDICT | Closes the chasm to European rivals

GRAND CHEROKEE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.6L Limited	747 990	10.4	244	8.3	V6/3.6	210	347	A/8
3.6L Overland	824 990	10.4	244	8.3	V6/3.6	210	347	A/8
3.6L Summit	919 990	10.4	244	8.3	V6/3.6	210	347	A/8
5.7L Overland	861 990	13.0	304	7.3	V8/5.7	259	520	A/8
3.0CRD Limited	873 990	7.5	198	8.2	V6/3.0TD	179	569	A/8
3.0CRD Overland	946 990	7.5	198	8.2	V6/3.0TD	179	569	A/8
3.0CRD Summit	1 051 990	7.5	198	8.2	V6/3.0TD	179	569	A/8
SRT	1 133 990	14.0	327	5.0	V8/6.4	344	624	A/8

JMC

BOARDING

VERDICT | Weirdly-named cheap Chinese KB clone

BOARDING	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.8TD	159 880	8.0	208	n/a	4/2.8TD	84	235	M/5
2.8TD Lux	169 880	8.0	208	n/a	4/2.8TD	84	235	M/5
2.8TD double cab Lux	186 880	8.7	225	n/a	4/2.8TD	84	235	M/5
2.8TD double cab 4x4 Lux	199 880	8.7	225	n/a	4/2.8TD	84	235	M/5

VIGUS

VERDICT | Better than Boarding in every way

VIGUS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
double cab								
2.4 LX	249 990	10.2	242	n/a	4/2.4	95	201	M/5
2.4 SLX	279 990	10.2	242	n/a	4/2.4	95	201	M/5
2.4 4WD LX	315 990	10.7	254	n/a	4/2.4	95	201	M/5
2.4TDCi LX	279 990	8.0	213	n/a	4/2.4TD	88	290	M/5
2.4TDCi SLX	309 990	8.0	213	n/a	4/2.4TD	88	290	M/5
2.4TDCi 4WD LX	345 990	8.2	218	n/a	4/2.4TD	88	290	M/5
2.4TDCi 4WD SLX	375 990	8.2	218	n/a	4/2.4TD	88	290	M/5

LANDWIND 5



VERDICT | There's earth and wind, but is there fire?

LANDWIND 5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0T Lux	269 880	8.5	201	11.0	4/2.0T	140	250	A/6

KIA

PICANTO



VERDICT | Blink-and-you'll-miss-it tweak. Still brilliant

PICANTO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0 LS	124 995	4.9	117	14.3	3/1.0	51	94	M/5
1.0 LX	152 995	4.9	117	14.3	3/1.0	51	94	M/5
1.0 LX auto	165 995	5.6	132	n/a	3/1.0	51	94	A/4
1.2 EX	167 995	5.0	119	11.67	4/1.2	65	120	M/5
1.2 EX auto	180 995	6.0	144	n/a	4/1.2	65	120	A/4

RIO



VERDICT | New bumpers, old engines for popular hatch

RIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.2	203 995	5.4	129	13.1	4/1.2	65	120	M/5
1.4	228 995	6.4	151	11.5	4/1.4	79	135	M/6
1.4 auto	241 995	7.0	165	13.2	4/1.4	79	135	A/4
1.4 Tec	241 995	6.4	151	11.5	4/1.4	79	135	M/6
1.4 Tec auto	254 995	7.0	165	13.2	4/1.4	79	135	A/4
3-door 1.4 Tec	248 995	6.4	151	11.5	4/1.4	79	135	M/6
3-door 1.4 Tec auto	261 995	7.0	165	13.2	4/1.4	79	135	A/4
sedan								
1.2	203 995	5.4	129	13.1	4/1.2	65	120	M/5
1.4	228 995	6.4	151	11.5	4/1.4	79	135	M/6
1.4 auto	241 995	7.0	165	13.2	4/1.4	79	135	A/4
1.4 Tec	241 995	6.4	151	11.5	4/1.4	79	135	M/6
1.4 Tec auto	254 995	7.0	165	13.2	4/1.4	79	135	A/4

SOUL



VERDICT | 2nd-gen adds refinement to funky urban mix

SOUL	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Start	284 995	7.9	188	11.53	4/1.6	91	152	M/6
1.6 Start auto	297 995	7.5	178	12.5	4/1.6	91	152	A/6
2.0 Street	319 995	7.5	178	10.4	4/2.0	116	192	M/6
2.0 Smart auto	360 995	7.9	187	10.2	4/2.0	116	192	A/6
1.6D Street	345 995	5.2	137	10.8	4/1.6TD	94	260	M/6
1.6D Smart auto	399 995	5.4	141	11.1	4/1.6TD	100	300	D/7

CERATO



VERDICT | Serious in-house competition for Elantra

CERATO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.6 EX	278 995	6.5	154	10.1	4/1.6	95	157	M/6
1.6 EX auto	291 995	6.8	160	11.6	4/1.6	95	157	A/6
2.0 EX	310 995	6.9	164	8.5	4/2.0	118	194	M/6
2.0 EX auto	323 995	7.2	170	9.3	4/2.0	118	194	A/6
2.0 SX	340 995	6.9	164	8.5	4/2.0	118	194	M/6
2.0 SX auto	353 995	7.2	170	9.3	4/2.0	118	194	A/6
sedan								
1.6 EX	278 995	6.5	154	10.1	4/1.6	95	157	M/6
1.6 EX auto	291 995	6.8	160	11.6	4/1.6	95	157	A/6
2.0 EX	310 995	6.9	164	8.5	4/2.0	118	194	M/6
2.0 EX auto	323 995	7.2	170	9.3	4/2.0	118	194	A/6
2.0 SX	340 995	6.9	164	8.5	4/2.0	118	194	M/6
2.0 SX auto	353 995	7.2	170	9.3	4/2.0	118	194	A/6
Koup								
1.6T	370 995	7.2	170	7.7	4/1.6T	152	265	M/6
1.6T auto	383 995	7.9	187	7.4	4/1.6T	152	265	A/6

SPORTAGE



VERDICT | Shaded by Qashqai and CX-5. Replaced soon

SPORTAGE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Ignite	361 995	8.7	207	10.7	4/2.0	116	192	M/6
2.0	393 995	8.7	207	10.7	4/2.0	116	192	M/6
2.0 auto	406 995	8.9	213	11.5	4/2.0	116	192	A/6
2.0CRDi	423 995	6.7	175	9.4	4/2.0TD	130	382	M/6
2.0CRDi auto	436 995	7.3	192	9.6	4/2.0TD	130	392	A/6
2.0CRDi Tec auto	456 995	7.3	192	9.6	4/2.0TD	130	392	A/6
2.0 AWD	428 995	8.7	207	11.3	4/2.0	116	192	M/6
2.0 AWD auto	441 995	8.9	213	11.7	4/2.0	116	192	A/6
2.0CRDi AWD	458 995	6.7	175	9.8	4/2.0TD	130	382	M/6
2.0CRDi AWD auto	471 995	7.3	192	9.8	4/2.0TD	130	392	A/6
2.0CRDi AWD Tec auto	491 995	7.3	192	9.8	4/2.0TD	130	392	A/6
2.0CRDi AWD Explore auto	514 995	7.3	192	9.8	4/2.0TD	130	392	A/6

SORENTO



VERDICT | Lots of car for lots of money

SORENTO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 LS	428 995	9.2	220	10.5	4/2.4	127	225	M/6
2.2CRDi LX	553 995	6.7	174	9.3	4/2.2TD	147	440	A/6
2.2CRDi AWD EX	656 995	6.7	174	9.3	4/2.2TD	147	440	A/6
2.2CRDi AWD SX	691 995	6.8	177	9.6	4/2.2TD	147	440	A/6

GRAND SEDONA



VERDICT | Looks grand, is grand, costs grand

GRAND SEDONA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2CRDi EX	535 995	8.0	208	13.6	4/2.2TD	147	440	A/6
2.2CRDi SX	661 995	8.0	208	13.6	4/2.2TD	147	440	A/6
2.2CRDi SXL	705 995	8.0	208	13.6	4/2.2TD	147	440	A/6
3.3 V6 SX	641 995	10.9	260	8.6	V6/3.3	199	318	A/6
3.3 V6 SXL	685 995	10.9	260	8.6	V6/3.3	199	318	A/6

LAMBORGHINI

HURACÁN



VERDICT | Blows Gallardo into the history books

HURACÁN	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
LP580-2 coupé	4 500 000	11.9	278	3.4	V10/5.2	426	540	D/7
LP610-4 coupé	4 950 000	12.5	290	3.2	V10/5.2	449	560	D/7
LP610-4 Spyder	5 500 000	12.3	285	3.4	V10/5.2	449	560	D/7

AVENTADOR



AVENTADOR | Less scare, more dramatic flair

AVENTADOR	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
LP700-4 coupé	7 295 000	16.0	370	2.9	V12/6.5	515	690	S/7
LP700-4 Roadster	7 995 000	16.0	370	3.0	V12/6.5	515	690	S/7
LP750-4 Superveloce coupé	POA	16.0	370	2.8	V12/6.5	552	690	S/7
LP750-4 Superveloce Roadster	POA	16.0	370	2.9	V12/6.5	552	690	S/7

LAND ROVER

DEFENDER



VERDICT | Best/Worst 4x4xfar – split decision. Dies soon

DEFENDER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
90 TD station wagon S	582 400	10.0	266	15.8	4/2.2TD	90	360	M/6
90 TD station wagon Heritage	648 500	10.0	266	15.8	4/2.2TD	90	360	M/6
90 TD station wagon Adventure	705 100	10.0	266	15.8	4/2.2TD	90	360	M/6
110 TD pick-up E	543 200	11.1	295	15.8	4/2.2TD	90	360	M/6
110 TD high-capacity pick-up E	560 600	11.1	295	15.8	4/2.2TD	90	360	M/6
110 TD hardtop E	565 100	11.1	295	15.8	4/2.2TD	90	360	M/6
110 TD station wagon S	624 600	11.1	295	15.8	4/2.2TD	90	360	M/6
110 TD station wagon Heritage	714 600	11.1	295	15.8	4/2.2TD	90	360	M/6
110 TD station wagon Adventure	754 700	11.1	295	15.8	4/2.2TD	90	360	M/6
110 TD double cab S	644 000	11.1	295	15.8	4/2.2TD	90	360	M/6
130 TD crew cab E	653 500	11.1	295	17.0	4/2.2TD	90	360	M/6

DISCOVERY SPORT



VERDICT | Brilliant baby Disco rewrites the rules

DISCOVERY SPORT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
S TD4	578 401	6.0	159	10.3	4/2.2TD	110	400	A/9
S SD4	630 420	6.3	166	8.9	4/2.2TD	140	420	A/9
S Si4	633 600	8.3	197	8.2	4/2.0T	177	340	A/9
SE SD4	678 420	6.3	166	9.88	4/2.2TD	140	420	A/9
SE Si4	681 600	8.3	197	8.2	4/2.0T	177	340	A/9
HSE SD4	738 520	6.3	166	8.9	4/2.2TD	140	420	A/9
HSE Si4	741 700	8.3	197	8.2	4/2.0T	177	340	A/9
HSE Luxury SD4	780 020	6.3	166	8.9	4/2.2TD	140	420	A/9
HSE Luxury Si4	783 200	8.3	197	8.2	4/2.0T	177	340	A/9

RANGE ROVER EVOQUE



VERDICT | Not just fancy fashion – capable and fun, too

RANGE ROVER EVOQUE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
SE SD4	714 722	6.3	167	8.5	4/2.2TD	140	420	A/9
SE Si4	745 190	8.3	193	7.6	4/2.0T	177	340	A/9
HSE Dynamic SD4	856 122	6.3	167	8.5	4/2.2TD	140	420	A/9
HSE Dynamic Si4	886 690	8.3	193	7.6	4/2.0T	177	340	A/9
Autobiography SD4	908 622	6.3	167	8.5	4/2.2TD	140	420	A/9
Autobiography Si4	939 190	8.3	193	7.6	4/2.0T	177	340	A/9
coupé								
HSE Dynamic SD4	855 712	6.2	163	8.5	4/2.2TD	140	420	A/9
HSE Dynamic Si4	886 690	8.3	193	7.6	4/2.0T	177	340	A/9

DISCOVERY



VERDICT | All the tools you need to go discover

DISCOVERY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
SCV6 S	925 629	12.0	285	8.1	V6/3.0S	250	450	A/8
SDV6 S	938 686	8.8	230	9.3	V6/3.0TD	183	600	A/8
SCV6 Graphite	988 529	12.0	285	8.1	V6/3.0S	250	450	A/8
SDV6 Graphite	989 486	8.8	230	9.3	V6/3.0TD	183	600	A/8
SCV6 Landmark	1 110 729	12.0	285	8.1	V6/3.0S	250	450	A/8
SDV6 Landmark	1 112 086	8.8	230	9.3	V6/3.0TD	183	600	A/8

RANGE ROVER SPORT



VERDICT | Sharper, lighter, faster. Sport means business

RANGE ROVER SPORT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
SCV6 S	1 041 174	11.3	264	7.2	V6/3.0S	250	450	A/8
TDV6 S	1 067 531	7.9	209	7.2	V6/3.0TD	183	600	A/8
SCV6 SE	1 144 774	11.3	264	7.2	V6/3.0S	250	450	A/8
SDV6 SE	1 236 531	7.9	209	7.2	V6/3.0TD	215	600	A/8
SCV6 HSE	1 355 674	11.3	264	7.2	V6/3.0S	250	450	A/8
SDV6 HSE	1 477 631	7.9	209	7.2	V6/3.0TD	215	600	A/8
SCV6 HST	1 475 774	11.3	264	7.1	V6/3.0S	280	450	A/8
Supercharged HSE Dynamic	1 611 023	13.8	321	5.37	V8/5.0S	375	625	A/8
SDV8 HSE Dynamic	1 622 583	8.7	229	6.9	V8/4.4TD	250	740	A/8
Supercharged Autobiography Dynamic	1 762 923	13.8	321	5.3	V8/5.0S	375	625	A/8
SDV8 Autobiography Dynamic	1 775 083	8.7	229	6.9	V8/4.4TD	250	740	A/8
SVR	2 037 125	13.8	322	4.7	V8/5.0S	405	680	A/8

RANGE ROVER



VERDICT | The default luxury SUV

RANGE ROVER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Range Rover								
TDV6 Vogue	1 666 278	8.6	227	7.9	V6/3.0TD	190	600	A/8
SDV8 Vogue SE	1 991 583	8.7	229	6.9	V8/4.4TD	250	740	A/8
Supercharged Vogue SE	2 051 425	13.8	322	5.4	V8/5.0S	375	625	A/8
SDV8 Autobiography	2 239 583	8.7	229	6.9	V8/4.4TD	250	740	A/8
Supercharged Autobiography	2 299 325	13.8	322	5.4	V8/5.0S	375	625	A/8
Range Rover L								
L SDV8 Autobiography	2 333 783	8.7	229	7.0	V8/4.4TD	250	740	A/8
L Supercharged Autobiography	2 393 425	13.8	322	5.8	V8/5.0S	375	625	A/8
L SDV8 SVAutobiography	3 220 083	8.7	229	7.0	V8/4.4TD	250	740	A/8
L Supercharged SVAutobiography	3 370 825	13.8	322	5.5	V8/5.0S	405	680	A/8

LEXUS

CT



VERDICT | Posh Prius, nothing more

CT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
200h S	454 600	4.1	95	10.3	4/1.8e	100e142+e		C/V

ES



VERDICT | New-age Camry with all the trimmings

ES	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
250 EX	475 800	8.0	188	9.8	4/2.5	135	235	A/6
300h EX	562 800	5.5	130	8.5	4/2.5e	151e213+e		C/V

IS



VERDICT | Sportier, edgier, closer to the benchmark

IS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
200t E	524 000	7.5	175	7.0	4/2.0T	180	350	A/8
200t EX	576 000	7.5	175	7.0	4/2.0T	180	350	A/8
350 F-Sport	634 200	9.7	225	6.65	V6/3.5	228	375	A/8

NX



VERDICT | Lexus gets all its angles right

NX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
200t E	566 100	7.9	184	7.1	4/2.0T	175	350	A/6
200t EX	607 900	7.9	184	7.1	4/2.0T	175	350	A/6
200t F-Sport	700 800	7.9	184	7.61	4/2.0T	175	350	A/6
300h EX	663 500	6.0	140	9.2	4/2.5e	145e210+e		C/V

GS



VERDICT | All the great Lexus qualities remain

GS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
350 EX	693 200	10.0	232	6.0	V6/3.5	233	378	A/8
350 F-Sport	761 200	10.0	232	6.0	V6/3.5	233	378	A/8
450h SE	961 900	6.3	147	5.9	V6/3.5e	254e352+e		C/V

RC



VERDICT | Sharp and sleek. Sportiest Lexus since LFA

RC	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
200t EX	649 000	8.0	186	7.5	4/2.0T	180	350	A/8
350 F-Sport	730 900	9.4	217	6.3	V6/3.5	233	378	A/8

RX



VERDICT | Rivals have more talent. Replaced soon

RX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
350 EX	748 800	10.6	250	8.0	V6/3.5	204	346	A/6
450h SE	951 300	6.3	148	7.8	V6/3.5e	220e317+e		C/V

LX
VERDICT | Queen Mary II, eat your heart out



LX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
450d	1 393 000	10.2	270	8.6	V8/4.5TD	195	650	A/6
570	1 435 100	14.5	336	7.7	V8/5.7	270	530	A/8

LS
VERDICT | Credible alternative to the Germans



LS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
460	1 489 700	11.1	259	5.7	V8/4.6	285	493	A/8

MAHINDRA

BOLERO
VERDICT | Requires a passion for Indian motoring



BOLERO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5Di Maxitruck Plus	135 995	7.0	n/a	n/a	4/2.5TD	46	195	M/5
2.5TD Loader	153 995	9.5	251	n/a	4/2.5TD	74	238	M/5
2.5TD	166 995	9.5	251	n/a	4/2.5TD	74	238	M/5
2.5TD 4x4	198 995	9.5	251	n/a	4/2.5TD	74	238	M/5
2.5TD double cab	189 995	9.5	251	n/a	4/2.5TD	74	235	M/5
2.5TD double cab 4x4	218 995	9.5	251	n/a	4/2.5TD	74	235	M/5

GENIO
VERDICT | It's a Xylo bakkie. What more can we say?



GENIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2CRDe	189 995	7.9	210	n/a	4/2.2TD	89	290	M/5
2.2CRDe Plus	214 995	7.9	210	n/a	4/2.2TD	88	290	M/5
2.2CRDe double cab	224 995	7.9	210	n/a	4/2.2TD	89	290	M/5

QUANTO
VERDICT | Tell me quanto, quanto, quantooooooo...



QUANTO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2CRDe	221 995	7.6	200	n/a	4/2.2TD	89	290	M/5

XYLO
VERDICT | Mahindra resurrects the Toyota Condor



XYLO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2CRDe E2	234 995	7.6	200	n/a	4/2.2TD	89	290	M/5
2.2CRDe E8	259 995	7.6	200	n/a	4/2.2TD	89	290	M/5

SCORPIO
VERDICT | Priced to please, styled not to



SCORPIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Pik-Up								
2.5TCI Loader	172 995	9.9	260	n/a	4/2.5TD	74	258	M/5
2.5TCI	195 995	9.9	260	n/a	4/2.5TD	74	258	M/5
2.5TCI 4x4	238 995	9.9	260	n/a	4/2.5TD	74	258	M/5
2.2CRDe	209 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe Adventure	242 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe 4x4	263 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe 4x4 Adventure	296 995	8.8	233	n/a	4/2.2TD	89	290	M/5
Pik-Up double cab								
2.5TCI	239 995	9.9	260	n/a	4/2.5TD	74	258	M/5
2.5TCI 4x4	266 995	9.9	260	n/a	4/2.5TD	74	258	M/5
2.2CRDe	264 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe Adventure	297 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe 4x4	291 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe 4x4 Adventure	321 995	8.8	233	n/a	4/2.2TD	89	290	M/5
SUV								
2.2CRDe VLX	254 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe VLX Adventure	280 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe 4x4 VLX	294 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe 4x4 VLX Adventure	320 995	8.8	233	n/a	4/2.2TD	89	290	M/5

XUV500
VERDICT | The first truly worthwhile Mahindra



XUV500	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2CRDe W4	262 995	6.5	171	n/a	4/2.2TD	103	330	M/6
2.2CRDe W6	304 995	6.5	171	n/a	4/2.2TD	103	330	M/6
2.2CRDe W8	339 995	6.5	171	n/a	4/2.2TD	103	330	M/6
2.2CRDe 4x4 VLX Adventure	359 995	8.8	233	n/a	4/2.2TD	89	290	M/5

MASERATI

GHIBLI
VERDICT | Excellent, overpriced 5 Series rival



GHIBLI	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Ghibli	1 322 000	9.6	223	5.6	V6/3.0T	243	500	A/8
Diesel	1 370 000	5.9	158	6.3	V6/3.0TD	202	600	A/8
S	1 622 000	10.4	242	5.0	V6/3.0T	301	550	A/8

QUATTROPORTE
VERDICT | As good as any of its German adversaries



QUATTROPORTE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Diesel	1 820 000	6.2	163	6.4	V6/3.0TD	202	600	A/8
S	2 077 000	7.1	179	5.1	V6/3.0T	301	550	A/8
GTS	2 477 000	11.8	274	4.7	V8/3.8T	390	710	A/8

GRANTURISMO / GRANCABRIO
VERDICT | Future Italian classic



GRANTURISMO/GRANCABRIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
GranTurismo								
Sport	2 258 195	14.3	331	4.8	V8/4.7	338	520	A/6
Sport Cambiocorsa	2 356 000	15.5	360	4.7	V8/4.7	338	520	S/6
MC Stradale	2 756 000	14.4	337	4.5	V8/4.7	338	520	S/6
GranCabrio								
Sport	2 611 000	14.5	337	5.0	V8/4.7	338	520	S/6
MC	2 956 000	14.5	337	4.9	V8/4.7	338	520	S/6

MAXUS

V80
VERDICT | A Chinese Viano



V80	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5TD Comfort	339 900	7.4	230	n/a	4/2.5TD	100	330	M/5
2.5TD Deluxe	410 000	7.4	230	n/a	4/2.5TD	100	330	M/5

MAZDA

MAZDA2
VERDICT | So good it plays in the premier league



MAZDA2	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5 Active	188 000	5.5	130	8.7	4/1.5	82	145	M/6
1.5 Dynamic	199 900	5.5	130	8.7	4/1.5	82	145	M/6
1.5 Dynamic auto	211 300	5.7	134	n/a	4/1.5	82	145	A/6
1.5 Individual	211 400	5.5	130	8.7	4/1.5	82	145	M/6
1.5 Individual auto	222 800	5.7	134	10.2	4/1.5	82	145	A/6
1.5DE Hazumi	259 900	4.4	115	10.1	4/1.5TD	77	220	A/6

MAZDA3
VERDICT | Dynamics, cabin quality and verve



MAZDA3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.6 Original	232 900	6.2	147	n/a	4/1.6	77	144	M/5
1.6 Active	242 900	6.2	147	n/a	4/1.6	77	144	M/5
1.6 Dynamic	253 100	6.2	147	n/a	4/1.6	77	144	M/5
1.6 Dynamic auto	263 600	6.9	164	n/a	4/1.6	77	144	A/4
2.0 Individual	293 600	6.2	146	8.8	4/2.0	121	210	M/6
2.0 Individual auto	304 100	5.9	140	n/a	4/2.0	121	210	A/6
2.0 Astina	330 800	5.9	140	10.3	4/2.0	121	210	A/6
sedan								
1.6 Original	232 900	6.0	142	n/a	4/1.6	77	144	M/5
1.6 Active	242 900	6.0	142	n/a	4/1.6	77	144	M/5
1.6 Dynamic	253 100	6.0	142	13.21	4/1.6	77	144	M/5
1.6 Dynamic auto	263 600	6.7	159	n/a	4/1.6	77	144	A/4
2.0 Individual	293 600	6.1	145	8.9	4/2.0	121	210	M/6
2.0 Individual auto	304 100	5.8	139	10.4	4/2.0	121	210	A/6
2.0 Astina	330 800	5.8	139	10.4	4/2.0	121	210	A/6

MAZDA CX-3
VERDICT | Mixes best bits of 3 and 2. Tight in the back



CX-3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Active	254 900	6.5	156	n/a	4/2.0	115	204	M/6
2.0 Active auto	270 400	6.1	146	n/a	4/2.0	115	204	A/6
2.0 Dynamic	277 900	6.3	151	n/a	4/2.0	115	204	M/6
2.0 Dynamic auto	288 400	6.1	146	n/a	4/2.0	115	204	A/6
2.0 Individual auto	325 900	6.1	146	n/a	4/2.0	115	204	A/6

MAZDA5
VERDICT | Manic grin, creased doors mask great MPV



MAZDA5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Original	268 900	8.2	194	10.8	4/2.0	106	180	M/6
2.0 Active auto	283 500	8.3	198	13.1	4/2.0	106	180	A/5
2.0 Individual	294 200	8.2	198	10.8	4/2.0	106	180	M/6
2.0 Individual auto	308 500	8.3	198	13.1	4/2.0	106	180	A/5

BT-50
VERDICT | Too much Kodo, not enough kudu



BT-50	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2 SLX	292 200	7.6	199	n/a	4/2.2TD	110	375	M/6
FreeStyle Cab								
2.2 SLX	313 100	7.7	202	n/a	4/2.2TD	110	375	M/6
3.2 SLE	350 400	9.3	245	n/a	5/3.2TD	147	470	M/6
3.2 SLE auto	362 400	9.1	239	n/a	5/3.2TD	147	470	A/6
3.2 4x4 SLE	402 400	9.8	258	n/a	5/3.2TD	147	470	M/6
double cab								
2.2 SLE	370 400	7.7	202	n/a	4/2.2TD	110	375	M/6
3.2 SLE	402 400	9.3	245	n/a	5/3.2TD	147	470	M/6
3.2 SLE auto	412 400	9.1	239	n/a	5/3.2TD	147	470	A/6
3.2 4x4 SLE	454 400	9.8	258	n/a	5/3.2TD	147	470	M/6
3.2 4x4 SLE auto	466 400	9.7	255	n/a	5/3.2TD	147	470	A/6

CX-5
VERDICT | As good as any in the class. Shortlist



CX-5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Active	324 900	6.4	149	9.3	4/2.0	121	210	M/6
2.0 Active auto	334 900	6.4	148	9.5	4/2.0	121	210	A/6
2.0 Dynamic	336 200	6.4	149	9.3	4/2.0	121	210	M/6
2.2DE Active	385 900	5.7	151	10.0	4/2.2TD	110	380	A/6
2.5 Individual	416 900	6.9	160	n/a	4/2.5	141	256	A/6
2.2DE AWD Akera	474 700	5.9	155	9.77	4/2.2TD	129	420	A/6

MAZDA6
VERDICT | Refined, quiet and stylish new flagship



MAZDA6	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Active	342 000	6.1	142	n/a	4/2.0	114	200	M/6
2.0 Active auto	358 000	6.0	138	n/a	4/2.0	114	200	A/6
2.5 Dynamic	373 000	6.6	153	9.1	4/2.5	138	250	A/6
2.5 Individual	399 500	6.6	153	9.1	4/2.5	138	250	A/6
2.2DE Dynamic	404 000	5.3	139	8.4	4/2.2TD	129	420	A/6
2.2DE Atenza	430 500	5.3	139	8.4	4/2.2TD	129	420	A/6

MX-5
VERDICT | Lighter, smaller and utterly superb



MX-5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Roadster-Coupé	389 800	6.7	156	7.65	4/2.0	118	200	M/6

McLAREN

540C
VERDICT | Who buys an entry-level Macca?



540C	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
540C	POA	11.1	258	3.5	V8/3.8T	397	540	D/7

570S
VERDICT | McLaren plays the numbers game. Scores



570S	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
570S	POA	11.1	258	3.2	V8/3.8T	419	600	D/7

650S
VERDICT | A prettier, punchier, more engaging 12C



650S	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé	POA	11.7	275	3.0	V8/3.8T	478	678	S/7
Spider	POA	11.7	275	3.0	V8/3.8T	478	678	S/7

675LT
VERDICT | Sleeker packaging for beefier Big Mac



675LT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
675LT	POA	11.7	275	2.9	V8/3.8T	496	700	D/7

MERCEDES-BENZ / MERCEDES-AMG

A-CLASS
VERDICT | Undoubted appeal, but spec adaptive ride



A-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
A200	390 636	5.7	134	8.1	4/1.6T	115	250	M/6
A200 auto	407 816	5.4	126	7.8	4/1.6T	115	250	D/7
A200d	419 200	4.5	116	9.3	4/2.1TD	100	300	M/6
A200d auto	437 200	4.1	108	8.8	4/2.1TD	100	300	D/7
A220d	460 100	4.2	109	7.5	4/2.1TD	130	350	D/7
A250 Sport	493 860	6.2	143	6.3	4/2.0T	160	350	D/7
Mercedes-AMG A45 4Matic	688 833	7.3	171	4.2	4/2.0T	280	475	D/7

B-CLASS
VERDICT | Tallboy hatch gets tech, quality boost



B-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
B200	407 536	5.8	134	8.6	4/1.6T	115	250	M/6
B200 auto	426 023	5.5	129	8.4	4/1.6T	115	250	D/7
B200d	422 500	4.5	117	9.4	4/2.1TD	100	300	M/6
B200d auto	441 500	4.2	111	8.9	4/2.1TD	100	300	D/7
B220d	468 600	4.3	111	8.3	4/2.1TD	130	350	D/7
B250	488 570	6.3	147	6.8	4/2.0T	155	350	D/7

CLA



VERDICT | Sexier, pricier A-Class with a boot

CLA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
CLA200	420 629	5.7	131	8.6	4/1.6T	115	250	M/6
CLA200 auto	439 526	5.5	130	8.5	4/1.6T	115	250	D/7
CLA220d	479 600	4.2	111	7.7	4/2.1TD	130	350	D/7
CLA250 Sport 4Matic	582 488	6.6	154	6.6	4/2.0T	155	350	D/7
Mercedes-AMG CLA45 4Matic	764 333	7.3	171	4.2	4/2.0T	280	475	D/7

GLA



VERDICT | A-Class for the mink and manure set

GLA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
GLA200	440 849	5.9	139	8.9	4/1.6T	115	250	M/6
GLA200 auto	458 747	5.9	138	8.8	4/1.6T	115	250	D/7
GLA200d	465 000	4.5	119	10.0	4/2.1TD	100	300	M/6
GLA200d auto	483 000	4.5	119	9.9	4/2.1TD	100	300	D/7
GLA220d 4Matic	538 631	5.1	132	8.76	4/2.1TD	125	350	D/7
GLA250 4Matic	589 888	6.6	154	7.1	4/2.0T	155	350	D/7
Mercedes-AMG GLA45 4Matic	790 535	7.4	172	4.4	4/2.0T	280	475	D/7

C-CLASS SEDAN / ESTATE



VERDICT | Like the brilliant new S-Class, just smaller

C-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan								
C180	457 118	5.5	127	8.2	4/1.6T	115	250	M/6
C180 auto	476 939	5.8	135	8.5	4/1.6T	115	250	A/7
C200	480 331	5.7	132	7.5	4/2.0T	135	300	M/6
C200 auto	499 229	5.6	131	7.85	4/2.0T	135	300	A/7
C220d	503 700	4.2	109	8.1	4/2.1TD	125	400	M/6
C220d auto	522 700	4.5	117	7.8	4/2.1TD	125	400	A/7
C250	553 549	5.9	139	6.6	4/2.0T	155	350	A/7
C250d	578 000	4.5	117	6.6	4/2.1TD	150	500	A/7
C300	590 368	6.3	146	5.9	4/2.0T	180	370	A/9
Mercedes-AMG C63	1 114 987	8.2	192	4.1	V8/4.0T	350	650	A/7
Mercedes-AMG C63 S	1 251 495	8.4	195	4.46	V8/4.0T	375	700	A/7
estate								
C180	492 431	5.6	132	8.4	4/1.6T	115	250	M/6
C180 auto	511 739	5.8	135	8.7	4/1.6T	115	250	A/7
C200	515 439	5.8	135	7.7	4/2.0T	135	300	M/6
C200 auto	534 952	6.0	140	7.5	4/2.0T	135	300	A/7
C250d	612 800	4.8	124	6.9	4/2.1TD	150	500	A/7

C-CLASS COUPÉ



VERDICT | Sporting glamour from the premier league

C-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
C200	531 542	5.9	136	7.7	4/2.0T	135	300	M/6
C200 auto	550 644	5.9	137	7.3	4/2.0T	135	300	A/7
C220d	569 900	4.4	116	7.5	4/2.1TD	125	400	M/6
C220d auto	588 900	4.3	113	7.5	4/2.1TD	125	400	A/9
C300	638 696	6.8	157	6.0	4/2.0T	180	370	A/7
Mercedes-AMG C63	1 229 031	8.9	209	4.0	V8/4.0T	350	650	A/7
Mercedes-AMG C63 S	1 337 931	8.9	209	3.9	V8/4.0T	375	700	A/7

GLC



VERDICT | Mid-size meanderwagen is Merc's best yet

GLC	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
GLC220d 4Matic	602 260	5.5	143	8.3	4/2.1TD	125	400	A/9
GLC250 4Matic	609 620	7.1	166	7.3	4/2.0T	155	350	A/9
GLC250d 4Matic	622 260	5.5	143	7.6	4/2.1TD	150	500	A/9
GLC300 4Matic	660 748	7.6	177	n/a	4/2.0T	175	370	A/9

VITO



VERDICT | Blue-collar V-Class is the business

VITO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
111 CDI Tourer Pro	516 272	6.3	164	15.1	4/1.6TD	84	270	M/6
114 CDI Tourer Pro	540 314	6.4	164	12.8	4/2.1TD	100	330	M/6
114 CDI Tourer Pro auto	564 698	6.0	158	n/a	4/2.1TD	100	330	A/7
116 CDI Tourer Pro	572 348	6.0	158	11.5	4/2.1TD	120	380	M/6
116 CDI Tourer Pro auto	596 835	5.8	153	n/a	4/2.1TD	120	380	A/7
116 CDI Tourer Select	676 088	6.0	158	11.5	4/2.1TD	120	380	M/6
116 CDI Tourer Select auto	700 575	5.8	153	n/a	4/2.1TD	120	380	A/7
119 CDI Tourer Select auto	744 386	5.8	153	n/a	4/2.1TD	140	440	A/7

V-CLASS



VERDICT | Now moving people more stylishly than ever

V-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
V200CDI	710 663	6.5	171	14.7	4/2.1TD	100	330	M/6
V200CDI auto	734 663	6.1	159	13.6	4/2.1TD	100	330	A/7
V220CDI	743 445	6.1	159	12.5	4/2.1TD	120	380	M/6
V220CDI auto	767 445	5.9	154	11.5	4/2.1TD	120	380	A/7
V250 BlueTec	799 643	6.0	158	9.1	4/2.1TD	140	440	A/7
V220CDI Avantgarde	971 747	5.9	154	11.5	4/2.1TD	120	380	A/7
V250 BlueTec Avantgarde	1 006 871	6.0	158	9.1	4/2.1TD	140	440	A/7

SLK



VERDICT | SLK values, now with added visual muscle

SLK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
SLK200	668 178	6.5	150	7.0	4/2.0T	135	300	M/6
SLK200 auto	687 588	6.6	154	6.9	4/2.0T	135	300	A/9
SLK300	744 062	6.2	144	5.8	4/2.0T	180	370	A/9
SLK350	881 522	7.2	167	5.6	V6/3.5	225	370	A/7
Mercedes-AMG SLK55	1 146 795	8.4	195	4.6	V8/5.5	310	540	A/7

E-CLASS SEDAN/ESTATE



VERDICT | Dramatic overhaul restores appeal

E-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan								
E200	654 778	5.8	150	7.9	4/2.0T	135	300	A/7
E200 Edition E	667 778	5.8	150	7.9	4/2.0T	135	300	A/7
E250	693 378	5.8	150	7.4	4/2.0T	155	350	A/7
E250 Edition E	706 378	5.8	150	7.4	4/2.0T	155	350	A/7
E250CDI	702 042	5.2	136	7.5	4/2.1TD	150	500	A/7
E250CDI Edition E	715 042	5.2	136	7.5	4/2.1TD	150	500	A/7
E300 BlueTec Hybrid	860 100	4.2	119	7.5	4/2.1TDe	170e	590e	A/7
E300 BlueTec Hybrid Edition E	873 100	4.2	119	7.5	4/2.1TDe	170e	590e	A/7
E350 BlueTec	866 196	6.0	157	6.6	V6/3.0TD	185	620	A/7
E350 BlueTec Edition E	879 196	6.0	157	6.6	V6/3.0TD	185	620	A/7
E400	893 269	7.9	185	5.3	V6/3.0T	245	480	A/7
E400 Edition E	906 269	7.9	185	5.3	V6/3.0T	245	480	A/7
E500	1 127 631	8.9	209	4.9	V8/4.7T	300	600	A/7
E500 Edition E	1 127 631	8.9	209	4.9	V8/4.7T	300	600	A/7
Mercedes-AMG E63	1 547 786	9.8	230	4.2	V8/5.5T	410	720	A/7
Mercedes-AMG E63 S	1 693 591	9.9	232	4.1	V8/5.5T	430	800	A/7
estate								
E250	754 394	6.3	156	7.8	4/2.0T	155	350	A/7
E250 Edition E	767 394	6.3	156	7.8	4/2.0T	155	350	A/7

E-CLASS COUPÉ/CABRIOLET



VERDICT | Mixes prestige with power and efficiency

E-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé								
E250	683 357	6.1	142	7.1	4/2.0T	155	350	A/7
E250 Sport Edition	707 857	6.1	142	7.1	4/2.0T	155	350	A/7
E250CDI	704 623	4.9	129	7.3	4/2.1TD	150	500	A/7
E250CDI Sport Edition	729 123	4.9	129	7.3	4/2.1TD	150	500	A/7
E400	911 748	7.6	177	5.2	V6/3.0T	245	480	A/7
E400 Sport Edition	936 248	7.6	177	5.2	V6/3.0T	245	480	A/7
E500	1 106 431	8.9	209	4.8	V8/4.7T	300	600	A/7
E500 V8 Edition	1 141 431	8.9	209	4.8	V8/4.7T	300	600	A/7
cabriolet								
E250	771 678	6.5	150	7.5	4/2.0T	155	350	A/7
E250 Sport Edition	796 178	6.5	150	7.5	4/2.0T	155	350	A/7
E400	1 010 069	7.9	185	5.3	V6/3.0T	245	480	A/7
E400 Sport Edition	1 034 569	7.9	185	5.3	V6/3.0T	245	480	A/7
E500	1 178 142	9.1	213	4.9	V8/4.7T	300	600	A/7
E500 V8 Edition	1 213 142	9.1	213	4.9	V8/4.7T	300	600	A/7

CLS



VERDICT | Drives better, looks worse

CLS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
CLS250d	830 108	4.7	123	7.5	4/2.1TD	150	500	A/9
CLS350d	977 257	5.5	142	6.5	V6/3.0TD	190	620	A/9
CLS400	975 553	7.7	179	5.3	V6/3.0T	245	480	A/7
CLS500	1 230 905	8.5	199	4.8	V8/4.7T	300	600	A/9
Mercedes-AMG CLS63 S	1 758 289	9.9	231	4.1	V8/5.5T	430	800	S/7

GLE



VERDICT | The ML is no longer. Welcome the new GLE

GLE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
GLE250d	866 694	5.9	156	8.6	4/2.1TD	150	500	A/9
GLE350d	970 053	6.6	179	7.1	V6/3.0TD	190	620	A/9
GLE400	968 747	9.2	215	6.1	V6/3.0T	245	480	A/9
GLE500	1 179 030	10.6	247	5.3	V8/4.7T	335	700	A/9
Mercedes-AMG GLE63	1 726 006	11.8	276	4.3	V8/5.5T	410	700	A/7
Mercedes-AMG GLE63 S	1 855 006	11.8	276	4.2	V8/5.5T	430	760	A/7

GLE COUPÉ



VERDICT | Sportier, sleeker ML. Nobody mention X6

GLE COUPÉ	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
GLE350d	1 056 774	7.2	187	7.0	V6/3.0TD	190	620	A/9
GLE450 AMG	1 165 057	9.4	219	6.22	V6/3.0T	270	520	A/9
Mercedes-AMG GLE63 S	1 969 111	11.9	278	4.2	V8/5.5T	430	760	A/7

GLS



VERDICT | Classy, go-anywhere 7-seater waftmobile

GLS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
GLS350d	1 205 053	7.1	179	7.8	V6/3.0TD	190	620	A/9
GLS500	1 363 648	10.9	254	5.3	V8/4.7T	335	700	A/9
Mercedes-AMG GLS63	2 117 137	12.3	288	4.6	V8/5.5T	430	760	A/7

G-CLASS



VERDICT | For those who appreciate a high diff count

G-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
G350d	1 432 467	9.9	261	8.8	V6/3.0TD	180	600	A/7
Mercedes-AMG G63	2 176 725	13.8	322	5.4	V8/5.5T	420	760	A/7
Mercedes-AMG G63 Edition 463	2 328 725	13.8	322	5.4	V8/5.5T	420	760	A/7

SL



VERDICT | Nothing says 'I've arrived' like an SL

SL	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
SL400	1 305 053	8.0	183	5.2	V6/3.0T	245	480	A/7
SL500	1 660 763	9.6	221	4.6	V8/4.7T	335	700	A/7
Mercedes-AMG SL63	2 217 296	10.1	234	4.2	V8/5.5T	430	900	A/7
Mercedes-AMG SL65	2 875 213	11.9	279	4.0	V12/6.0T	463	1000	A/7

S-CLASS



VERDICT | As usual, in the running for world's best car

S-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
S-Class								
S350d	1 363 991	5.9	155	6.5	V6/3.0TD	190	620	A/9
S400h	1 378 901	6.8	159	6.8	V6/3.5e	245e	370+e	A/7
S500	1 772 424	8.9	206	4.8	V8/4.7T	335	700	A/9
Mercedes-AMG S63	2 431 704	10.1	237	4.4	V8/5.5T	430	900	A/7
S-Class L								
S400h L	1 416 701	6.8	159	6.8	V6/3.5e	245e	370+e	A/7
S400 L	1 413 387	8.3	192	5.3	V6/3.0T	245	480	A/7
S500 L	1 812 224	8.9	206	4.8	V8/4.7T	335	700	A/9
S500e L	1 803 400	2.8	65	5.2	V6/3.0Te	325e	650e	A/7
S600 L	2 339 274	11.3	264	4.6	V12/6.0T	390	830	A/7
Mercedes-AMG S63 L	2 470 204	10.1	237	4.4	V8/5.5T	430	900	A/7
Mercedes-AMG S65 L	3 061 513	11.9	279	4.3	V12/6.0T	463	1000	A/7

MERCEDES-AMG GT



VERDICT | Noise, emotion, beauty – the GT has it all

AMG GT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
GT	1 717 550	9.3	216	4.0	V8/4.0T	340	600	S/7
GT S	2 070 870	9.6	224	4.24	V8/4.0T	375	650	S/7

S-CLASS COUPÉ



VERDICT | Hyper-tech GT leans towards greatness

S-CLASS COUPÉ	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
S500	1 979 018	8.8	204	4.6	V8/4.7T	335	700	A/9
Mercedes-AMG S63	2 586 104	10.1	237	4.2	V8/5.5T	430	900	A/7
Mercedes-AMG S65	3 179 113	11.9	279	4.1	V12/6.0T	463	1000	A/7

MERCEDES-MAYBACH

S-CLASS



VERDICT | S-Class for Napoleon-syndrome bankers

S-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Mercedes-Maybach S500	2 181 926	8.9	207	5.0	V8/4.7T	335	700	A/9
Mercedes-Maybach S600	2 718 800	11.7	274	5.0	V12/6.0T	390	830	A/7

MG

MG3



VERDICT | MG plays Polo in custom clothing

MG3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5	159 900	5.9	138	11.5	4/1.5	78	135	M/5
1.5 Wired	185 900	5.9	138	11.5	4/1.5	78	135	M/5
1.5 Style	199 900	5.9	138	11.43	4/1.5	78	135	M/5
1.5 Style R	210 000	5.9	138	n/a	4/1.5	88	135	M/5

MG6



VERDICT | Made in China, compiled in England

MG6	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
saloon								
1.8T Comfort	249 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T R Comfort	270 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T Luxury	259 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T Deluxe	289 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T R Deluxe	309 900	7.9	184	8.4	4/1.8T	118	215	M/5
fastback								
1.8T Comfort	249 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T R Comfort	270 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T Luxury	259 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T Deluxe	289 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T R Deluxe	309 900	7.9	184	8.4	4/1.8T	118	215	M/5

MINI

HATCH

VERDICT | All-new, but you'll have to get in to know



HATCH	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3-door								
One	264 000	4.9	113	9.9	3/1.2T	75	180	M/6
Cooper	312 000	4.7	110	7.9	3/1.5T	100	230	M/6
Cooper auto	330 000	4.9	115	7.8	3/1.5T	100	230	A/6
Cooper S	376 847	5.9	138	6.94	4/2.0T	141	300	M/6
Cooper S auto	393 718	5.5	127	6.7	4/2.0T	141	300	A/6
John Cooper Works	429 694	6.7	156	6.3	4/2.0T	170	320	M/6
John Cooper Works auto	451 436	5.8	134	5.88	4/2.0T	170	320	A/6
5-door								
One	274 000	5.0	117	10.1	3/1.2T	75	180	M/6
Cooper	322 000	4.9	114	8.2	3/1.5T	100	230	M/6
Cooper auto	340 000	5.0	116	8.1	3/1.5T	100	230	A/6
Cooper S	387 052	6.0	140	6.9	4/2.0T	141	300	M/6
Cooper S auto	403 923	5.5	129	6.8	4/2.0T	141	300	A/6

CLUBMAN

VERDICT | Six doors! Mini, my how you've grown



CLUBMAN	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Cooper	343 000	5.4	125	9.1	3/1.5T	100	230	M/6
Cooper auto	361 000	5.4	125	9.1	3/1.5T	100	230	A/6
Cooper S	417 873	6.4	148	7.2	4/2.0T	141	300	M/6
Cooper S auto	436 347	5.9	138	7.1	4/2.0T	141	300	A/8

CONVERTIBLE

VERDICT | The Mini with the most... headroom



CONVERTIBLE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Cooper	368 000	5.1	119	8.8	3/1.5	100	230	M/6
Cooper auto	386 410	5.3	124	8.7	3/1.5	100	230	A/6
Cooper S	435 360	6.2	143	7.2	4/2.0T	141	300	M/6
Cooper S auto	452 539	5.8	135	7.1	4/2.0T	141	300	A/6

COUNTRYMAN

VERDICT | BMW X0.5



COUNTRYMAN	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
Cooper	348 283	6.5	152	10.5	4/1.6	90	160	M/6
Cooper auto	368 848	7.6	177	11.6	4/1.6	90	160	A/6
Cooper S	409 488	6.6	154	7.6	4/1.6T	135	260	M/6
Cooper S auto	429 643	7.5	175	7.9	4/1.6T	135	260	A/6
John Cooper Works ALL4	504 772	8.0	186	7.0	4/1.6T	160	280	M/6
John Cooper Works ALL4 auto	523 490	8.3	193	7.0	4/1.6T	160	280	A/6

PACEMAN

VERDICT | Less practical Countryman. Niche!



PACEMAN	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
Cooper S	409 488	6.6	154	7.5	4/1.6T	135	260	M/6
Cooper S auto	429 643	7.5	175	7.8	4/1.6T	135	260	A/6
John Cooper Works ALL4	504 772	8.0	186	6.9	4/1.6T	160	280	M/6
John Cooper Works ALL4 auto	523 490	8.3	193	6.9	4/1.6T	160	280	A/6

MITSUBISHI

MIRAGE

VERDICT | No fighter jet, but fun, frugal and great value



MIRAGE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 GL	138 400	4.9	115	11.7	3/1.2	57	100	M/5
1.2 GLX	148 400	4.9	115	11.7	3/1.2	57	100	M/5
1.2 GLS	158 400	4.9	115	11.7	3/1.2	57	100	M/5

ASX

VERDICT | Faces an uphill battle against Korean twins



ASX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 GL	314 900	7.5	175	9.6	4/2.0	110	197	M/5
2.0 GLX	349 900	7.5	175	9.6	4/2.0	110	197	M/5
2.0 GLS	362 900	7.5	175	9.6	4/2.0	110	197	M/5
2.0 GLS auto	374 900	7.4	173	11.5	4/2.0	110	197	C/V

TRITON

VERDICT | Looks divide, but competes on ability



TRITON	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5DI-D double cab	374 900	8.3	216	n/a	4/2.5TD	100	314	M/5
2.5DI-D double cab Xtreme	394 900	8.3	216	n/a	4/2.5TD	100	314	M/5
2.5DI-D 4x4 double cab	444 900	8.6	225	n/a	4/2.5TD	131	400	M/5
2.5DI-D 4x4 double cab Xtreme	464 900	8.6	225	n/a	4/2.5TD	131	400	M/5

OUTLANDER

VERDICT | Grander, but not much better than old car



OUTLANDER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 GLS Exceed	464 900	8.2	192	10.76	4/2.4	123	222	C/V

PAJERO SPORT

VERDICT | Beats Fortuner in every area bar sales



PAJERO SPORT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5DI-D auto	479 900	8.5	225	12.0	4/2.5TD	131	350	A/5
2.5DI-D 4x4	514 900	7.8	206	11.0	4/2.5TD	131	400	M/5
2.5DI-D 4x4 auto	529 900	8.5	225	12.0	4/2.5TD	131	350	A/5
2.5DI-D 4x4 Shogun auto	529 900	8.5	225	12.0	4/2.5TD	131	350	A/5

PAJERO

VERDICT | Been on the facelift train for far too long now



PAJERO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3-door 3.2DI-D GLS	604 900	10.1	245	12.0	4/3.2TD	140	441	A/5
5-door 3.2DI-D GLS	679 900	10.1	245	12.3	4/3.2TD	140	441	A/5
5-door 3.2DI-D GLS Exceed	699 900	10.1	245	12.3	4/3.2TD	140	441	A/5

NISSAN

MICRA

VERDICT | Decent package, cartoon style



MICRA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 Visia+	153 500	5.2	124	13.2	3/1.2	56	104	M/5
1.5 Tekna	185 600	6.3	150	9.78	4/1.5TD	73	134	M/5

NP200

VERDICT | Few rivals means less pressure to perform



NP200	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6i	152 900	8.1	192	n/a	4/1.6	64	128	M/5
1.6i pack	169 900	8.1	192	n/a	4/1.6	64	128	M/5
1.6 16v S	184 900	8.0	189	n/a	4/1.6	77	148	M/5
1.6 16v SE	214 900	8.0	189	11.39	4/1.6	77	148	M/5
1.5dCi pack	214 900	5.3	140	n/a	4/1.5TD	63	200	M/5
1.5dCi SE	239 900	5.3	140	n/a	4/1.5TD	63	200	M/5

ALMERA

VERDICT | Micra with a monster boot



ALMERA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5 Acenta	189 700	6.3	149	n/a	4/1.5	73	134	M/5
1.5 Acenta auto	201 700	7.2	171	n/a	4/1.5	73	134	A/4
1.5 Activ	199 900	6.3	149	n/a	4/1.5	73	134	M/5
1.5 Activ auto	211 800	7.2	171	n/a	4/1.5	73	134	A/4

SENTRA

VERDICT | Popular nameplate returns. Not much fanfare



SENTRA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Acenta	249 900	6.6	156	n/a	4/1.6	85	154	M/5
1.6 Acenta auto	266 700	6.2	149	n/a	4/1.6	85	154	C/V

NV200 COMBI

VERDICT | People mover makes business sense



NV200 COMBI	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6i Visia	299 900	7.3	169	n/a	4/1.6	81	153	M/5
1.5dCi Visia	327 900	5.1	134	n/a	4/1.5TD	66	200	M/5

NP300 HARDBODY

VERDICT | No-frills worker bee



NP300 HARDBODY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0	174 900	10.0	237	n/a	4/2.0	84	169	M/5
2.5TDi	204 900	8.0	211	n/a	4/2.5TD	98	304	M/5
2.5TDi Hi-rider	279 900	8.0	211	n/a	4/2.5TD	98	304	M/5
2.4 4x4	283 900	11.1	261	n/a	4/2.4	105	205	M/5
2.5TDi 4x4	314 900	9.4	247	n/a	4/2.5TD	98	304	M/5
double cab								
2.5TDi Hi-rider	348 900	8.8	233	n/a	4/2.5TD	98	304	M/5
2.4 Hi-rider	329 900	11.0	259	n/a	4/2.4	105	205	M/5
2.4 4x4	397 900	11.7	274	n/a	4/2.4	105	205	M/5

JUKE

VERDICT | Polo-sized crossover carves its own niche



JUKE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2T Acenta	279 900	5.6	129	11.82	4/1.2T	85	190	M/6
1.2T Acenta+	294 900	5.6	129	10.8	4/1.2T	85	190	M/6
1.5dCi Acenta+	309 900	4.2	109	12.09	4/1.5TD	81	260	M/6
1.6T Tekna	339 900	6.0	159	7.46	4/1.6T	140	240	M/6
1.6T 4WD Tekna	379 900	6.5	169	8.2	4/1.6T	140	240	C/V

QASHQAI

VERDICT | Retakes the compact crossover crown



QASHQAI	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2T Visia	295 900	6.2	144	10.9	4/1.2T	85	190	M/6
1.2T Acenta	326 900	6.2	144	11.12	4/1.2T	85	190	M/6
1.2T Acenta auto	343 900	6.2	144	12.9	4/1.2T	85	165	C/V
1.5dCi Acenta	349 900	4.2	109	11.9	4/1.5TD	81	260	M/6
1.6T Acenta	374 900	6.2	144	9.1	4/1.6T	120	240	M/6
1.6dCi Acenta auto	403 900	4.9	129	11.1	4/1.6TD	96	320	C/V
1.6dCi AWD Acenta	404 900	5.3	139	10.5	4/1.6TD	96	320	M/6

X-TRAIL

VERDICT | Not as utilitarian. Is that good or bad?



X-TRAIL	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 XE	334 900	8.3	197	11.1	4/2.0	106	200	M/6
2.5 4x4 SE	374 900	8.3	197	10.5	4/2.5	126	233	C/V
1.6dCi XE	359 900	5.1	134	10.5	4/1.6TD	96	320	M/6
1.6dCi 4x4 SE	399 900	5.3	139	11.0	4/1.6TD	96	320	M/6
1.6dCi 4x4 LE	484 900	5.3	139	11.5	4/1.6TD	96	320	M/6

NAVARA

VERDICT | Big boy makes fans easily. Replaced soon



NAVARA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
KingCab								
2.5dCi XE	376 900	8.7	229	13.62	4/2.5TD	106	356	M/6
2.5dCi 4x4 XE	422 900	9.0	238	n/a	4/2.5TD	128	403	M/6
double cab								
2.5dCi XE	394 900	8.7	229	n/a	4/2.5TD	106	356	M/6
2.5dCi 4x4 XE	447 900	9.0	238	n/a	4/2.5TD	128	403	M/6
2.5dCi LE	465 900	8.3	217	n/a	4/2.5TD	128	403	M/6
2.5dCi 4x4 LE auto	534 900	9.0	238	n/a	4/2.5TD	140	450	A/5
3.0dCi V6 4x4 LE	685 900	9.3	246	9.3	V6/3.0TD	170	550	A/7

LEAF

VERDICT | Not battery power to the people at this price



LEAF	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Leaf	500 550	0.0	0	11.5	e/elec	80e	254	A/E

370Z

VERDICT | Still a brilliant driver's car despite age



370Z	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé	659 700	10.5	248	5.3	V6/3.7	245	363	M/6
coupé auto	678 500	10.4	245	5.6	V6/3.7	245	363	A/7

PATROL

VERDICT | Old-school 4x4, big on comfort and value



PATROL	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.0DTi pick-up	529 900	10.9	289	n/a	4/3.0TD	110	371	M/5
3.0Di GL	619 900	10.8	287	18.8	4/3.0TD	110	371	M/5
4.8 GRX	719 900	17.7	424	9.9	6/4.8	190	420	A/5

GT-R

VERDICT | Japan's sensational cyborg supercar



GT-R	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Premium Edition	1 490 000	11.8	278	2.9	V6/3.8T	397	628	D/6
Black Edition	1 542 000	11.8	278	2.9	V6/3.8T	397	628	D/6

OPEL

ADAM

VERDICT | Fashion and fun – founder would be proud



ADAM	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4	201 400	5.3	125	11.5	4/1.4	74	130	M/5
1.4	201 400	5.1	119	9.9	3/1.0T	85	170	M/6
1.0T Glam	247 800	5.1	119	9.9	3/1.0T	85	170	M/6
Rocks 1.0T	287 100	5.0	115	9.9	3/1.0T	85	170	M/6

CORSA

VERDICT | Sharper dynamics, brilliant three-pot turbo



CORSA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0T Essentia	196 800	5.0	117	10.3	3/1.0T	85	170	M/6
1.0T Enjoy	229 400	5.0	117	10.3	3/1.0T	85	170	M/6
1.0T Cosmo	250 700	5.0	117	11.2	3/1.0T	85	170	M/6
1.4 Enjoy auto	229 700	6.0	140	13.9	4/1.4	66	130	A/6
1.4 Turbo Sport	270 700	5.9	137	9.6	4/1.4T	110	220	M/6

MOKKA

VERDICT | Sadly, it's a pricey, lethargic inbetweener



MOKKA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 Turbo Enjoy	307 500	6.0	139	9.8	4/1.4T	103	200	M/6
1.4 Turbo Enjoy auto	318 200	6.6	154	10.7	4/1.4T	103	200	A/6
1.4 Turbo Cosmo	347 000	6.0	139	10.61	4/1.4T	103	200	M/6
1.4 Turbo Cosmo auto	357 600	6.6	154	10.7	4/1.4T	103	200	A/6

ASTRA

VERDICT | Capable and pretty but still no Golf



ASTRA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan								
1.6 Essentia	277 500	6.2	145	11.9	4/1.6	85	155	M/5
1.4 Turbo Essentia	289 800	5.8	136	10.1	4/1.4T	103	200	M/6

1.4 Turbo Enjoy	301 800	5.8	136	10.1	4/1.4T	103	200	M/6
1.4 Turbo Enjoy auto	312 800	6.4	150	n/a	4/1.4T	103	200	A/6
1.6 Turbo Enjoy Plus	338 100	6.8	160	8.7	4/1.6T	132	266	M/6
hatch								
1.6 Essentia	277 500	5.9	139	11.7	4/1.6	85	155	M/5
1.4 Turbo Essentia	289 800	5.9	138	9.9	4/1.4T	103	200	M/6
1.4 Turbo Enjoy	301 800	5.9	138	9.9	4/1.4T	103	200	M/6
1.6 Turbo Sport	339 300	6.8	159	8.5	4/1.6T	132	266	M/6
coupé								
GTC 1.6 Turbo Sport	368 800	7.2	168	8.3	4/1.6T	132	266	M/6
OPC	526 400	8.1	189	6.2	4/2.0T	206	400	M/6

PEUGEOT

107



VERDICT | Facelift banishes cheesy grin

107	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0 Urban	144 000	4.3	99	13.5	3/1.0	50	93	M/5
1.0 Trendy	155 300	4.3	99	13.5	3/1.0	50	93	M/5

208



VERDICT | Smaller, lighter, prettier and better than 207

208	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0 Pop Art	162 900	4.4	102	14.0	3/1.0	50	95	M/5
1.2 Active	212 900	4.3	99	12.2	3/1.2	60	118	M/5
1.2T GT Line	272 900	4.5	103	9.6	3/1.2T	81	205	M/5
1.2T GT Line auto	292 900	4.5	104	9.8	3/1.2T	81	205	A/6
3-door GTi	309 900	5.9	139	6.8	4/1.6T	147	275	M/6

2008



VERDICT | High-riding, family- and Pug-friendly 208

2008	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Active	262 900	5.9	135	9.5	4/1.6	88	160	M/5
1.6 Allure	290 900	5.9	135	9.5	4/1.6	88	160	M/5

308



VERDICT | Serious contender for C-segment honours

308	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2T Active	287 900	4.6	105	11.1	3/1.2T	81	205	M/5
1.2T GT Line	338 900	4.8	110	10.3	3/1.2T	96	230	M/6
1.2T GT Line auto	352 900	5.2	119	10.7	3/1.2T	96	230	A/6
1.6T GT	384 900	5.6	130	7.5	4/1.6T	151	285	M/6

3008



VERDICT | Decent to drive, but styling a dud

3008	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Access	299 900	6.7	155	13.3	4/1.6	88	160	M/5
2.0HDi Allure	428 900	6.1	159	10.2	4/2.0TD	120	340	A/6

508



VERDICT | Impressive overall package, lost in the crowd

508	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6T Active	387 900	6.4	149	8.6	4/1.6T	115	240	M/6
1.6T Allure	408 900	7.1	164	9.2	4/1.6T	115	240	A/6

RCZ



VERDICT | A coupe that drives with plenty of verve

RCZ	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6T	539 900	6.7	155	7.6	4/1.6T	147	275	M/6
1.6T auto	542 900	7.3	168	8.4	4/1.6T	115	240	A/6

PORSCHE

BOXSTER



VERDICT | Brilliant in every way

BOXSTER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Boxster	771 000	7.9	183	5.7	b6/2.7	195	280	D/7
Black Edition	895 000	7.9	183	5.7	b6/2.7	195	280	D/7
S	815 000	8.2	190	5.0	b6/3.4	232	360	D/7
GTS	928 000	8.2	190	4.9	b6/3.4	243	370	D/7
Spyder	POA	9.9	230	4.5	b6/3.8	276	420	M/6

CAYMAN



VERDICT | The 911's worst nightmare

CAYMAN	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Cayman	774 000	7.9	183	5.6	b6/2.7	202	290	D/7
Black Edition	896 000	7.9	183	5.6	b6/2.7	202	290	D/7
S	870 000	8.2	190	4.9	b6/3.4	239	370	D/7
GTS	998 000	8.2	190	4.56	b6/3.4	250	380	D/7
GT4	POA	10.3	238	4.4	b6/3.8	283	420	M/6

MACAN



VERDICT | Rewrites the rules for a sporty SUV

MACAN	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
S diesel	999 000	6.1	159	6.3	V6/3.0TD	180	580	D/7
S	1 022 000	8.7	204	5.4	V6/3.0T	250	460	D/7
GTS	1 241 000	9.2	215	5.2	V6/3.0T	265	500	D/7
turbo	1 304 000	8.9	208	4.8	V6/3.6T	294	550	D/7

CAYENNE



VERDICT | Who's laughing now? Get your order in quick

CAYENNE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Cayenne	852 000	9.2	215	7.7	V6/3.6	220	400	A/8
diesel	921 000	6.6	173	7.3	V6/3.0TD	180	550	A/8
S	986 000	9.5	223	5.5	V6/3.6T	309	550	A/8
S diesel	1 151 000	8.0	209	5.4	V8/4.1TD	283	850	A/8
GTS	1 176 000	10.0	234	5.2	V6/3.6T	324	600	A/8
S e-hybrid	1 350 000	3.4	79	5.9	V6/3.0Se	306e	590e	A/8
turbo	1 760 000	11.2	261	4.5	V8/4.8T	382	750	A/8
turbo S	2 255 000	11.5	267	4.1	V8/4.8T	419	800	A/8

PANAMERA



VERDICT | It's a proper Porsche, but not as you know it

PANAMERA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Panamera	1 011 000	8.4	196	6.3	V6/3.6	228	400	D/7
diesel	1 054 000	6.4	169	6.0	V6/3.0TD	221	650	A/8
4	1 051 000	8.7	203	6.1	V6/3.6	228	400	D/7
S	1 287 000	8.7	204	5.1	V6/3.0T	309	520	D/7
4S	1 329 000	8.9	208	4.8	V6/3.0T	309	520	D/7
S e-hybrid	1 424 000	3.1	71	5.5	V6/3.0Se	306e	590e	A/8
GTS	1 489 000	10.7	249	4.4	V8/4.8	324	520	D/7
turbo	2 118 000	10.2	239	4.1	V8/4.8T	382	770	D/7
turbo S	2 591 000	10.2	239	3.8	V8/4.8T	419	800	D/7

911



VERDICT | Iconic Porsche in the best shape of its life

911	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé								
Carrera	1 230 000	7.4	169	4.4	b6/3.0T	272	450	D/7
Carrera 4	1 352 000	8.7	201	4.5	b6/3.0T	272	450	D/7
Carrera S	1 386 000	7.7	174	4.1	b6/3.0T	309	500	D/7
Carrera 4S	1 510 000	8.9	204	4.2	b6/3.0T	309	500	D/7
GT3 RS	POA	12.7	296	3.3	b6/4.0	368	460	D/7
turbo	2 536 000	9.1	212	3.0	b6/3.8T	397	710	D/7
turbo S	2 967 000	9.1	212	2.9	b6/3.8T	427	750	D/7
targa								
targa 4	1 477 000	8.9	206	4.7	b6/3.0T	272	450	D/7
targa 4S	1 613 000	9.0	208	4.4	b6/3.0T	309	500	D/7
cabriolet								
Carrera	1 372 000	7.5	172	4.6	b6/3.0T	272	450	D/7
Carrera 4	1 477 000	8.9	206	4.7	b6/3.0T	272	450	D/7
Carrera S	1 510 000	7.8	178	4.3	b6/3.0T	309	500	D/7
Carrera 4S	1 613 000	9.0	208	4.4	b6/3.0T	309	500	D/7
turbo	2 671 000	9.3	216	3.1	b6/3.8T	397	710	D/7
turbo S	3 103 000	9.3	216	3.0	b6/3.8T	427	750	D/7

RENAULT

SANDERO



VERDICT | Top of the value pile

SANDERO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
66kW turbo Expression	136 900	5.2	119	11.1	3/0.9T	66	135	M/5
66kW turbo Dynamique	157 900	5.2	119	13.28	3/0.9T	66	135	M/5
Stepway 66kW turbo	182 900	5.4	124	11.1	3/0.9T	66	135	M/5

CLIO



VERDICT | Style, value, kit and turbo-tech

CLIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
55kW Authentique	176 900	5.5	127	15.4	4/1.2	55	107	M/5
66kW turbo Blaze	184 900	4.5	105	12.2	3/0.9T	70	150	M/5
66kW turbo Expression	204 900	4.5	104	12.84	3/0.9T	70	135	M/5
66kW turbo Dynamique	226 900	4.5	104	12.2	3/0.9T	70	135	M/5
66kW turbo GT-Line	229 900	4.5	105	12.2	3/0.9T	70	150	M/5
88kW turbo Expression auto	242 900	5.2	120	9.4	4/1.2T	88	190	D/6
RS 200 Cup	349 900	6.3	144	6.7	4/1.6T	147	240	D/6

DUSTER



VERDICT | Value and rugged capability – a clean sweep

DUSTER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Expression	215 900	7.6	177	11.5	4/1.6	77	148	M/5
1.6 Dynamique	241 900	7.6	177	11.5	4/1.6	77	148	M/5
1.5dCi Dynamique	263 900	4.8	127	12.36	4/1.5TD	80	240	M/6
1.5dCi Dynamique 4WD	281 900	5.2	135	12.8	4/1.5TD	80	240	M/6

CAPTUR



VERDICT | Stylish and versatile but slow and dull to drive

CAPTUR	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
66kW turbo Expression	228 900	4.9	115	12.9	3/0.9T	66	135	M/5
66kW turbo Dynamique	249 900	4.9	115	12.9	3/0.9T	66	135	M/5
88kW turbo Dynamique auto	292 900	5.4	125	11.57	4/1.2T	88	190	D/6

MÉGANE



VERDICT | Another facelift for rapidly ageing Frenchie

MÉGANE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
81kW Dynamique	262 900	6.9	159	10.5	4/1.6	81	151	M/6
97kW turbo GT Line	292 900	5.4	124	9.7	4/1.2T	97	225	M/6
162kW turbo GT	342 900	7.3	169	6.71	4/2.0T	162	340	M/6
coupé								
81kW Dynamique	262 900	6.9	159	10.5	4/1.6	81	151	M/6
97kW turbo GT Line	292 900	5.4	124	9.7	4/1.2T	97	225	M/6
162kW turbo GT	342 900	7.3	169	7.6	4/2.0T	162	340	M/6
RS Trophy 275	456 900	7.5	174	6.0	4/2.0T	201	360	M/6

KOLEOS



VERDICT | Capable soft-roader. Replaced soon

KOLEOS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5 Dynamique	339 900	9.6	230	9.0	4/2.5	126	226	M/6
2.5 4x4 Dynamique	369 900	9.9	237	9.57	4/2.5	126	226	M/6
2.5 4x4 Dynamique auto	399 900	9.6	228	n/a	4/2.5	126	226	C/V

ROLLS-ROYCE

GHOST



VERDICT | World's second grandest luxury car

GHOST	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Ghost	POA	14.0	327	4.9	V12/6.6T	420	780	A/8
Extended Wheelbase	POA	14.1	329	5.0	V12/6.6T	420	780	A/8

WRAITH



VERDICT | Whisper it, Rolls has built a great driver's car

WRAITH	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Wraith	POA	14.0	327	4.6	V12/6.6T	465	800	A/8

DAWN



VERDICT | A roofless Wraith for the tanning tycoon

DAWN	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Dawn	POA	14.2	330	4.9	V12/6.6T	420	780	A/8

PHANTOM



VERDICT | World's grandest luxury car

PHANTOM	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Phantom	POA	14.8	347	5.9	V12/6.7	338	720	A/8
Extended Wheelbase	POA	14.9	349	6.1	V12/6.7	338	720	A/8
Coupé	POA	14.8	347	5.8	V12/6.7	338	720	A/8
Drophead Coupé	POA	14.8	347	5.8	V12/6.7	338	720	A/8

SMART

FORTWO



VERDICT | Less compromised, brilliant city runabout

fortwo	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé base	149 900	4.1	93	14.4	3/1.0	52	91	M/5
coupé passion	169 400	4.1	93	14.4	3/1.0	52	91	M/5
coupé prime	178 400	4.1	93	14.4	3/1.0	52	91	M/5
coupé proxy	182 400	4.1	93	14.4	3/1.0	52	91	M/5

FORFOUR



VERDICT | Classy, accomplished and rear-wheel drive

forfour	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
base	164 900	4.3	97	15.9	3/1.0	52	91	M/5
passion	184 400	4.3	97	15.9	3/1.0	52	91	M/5
prime	195 900	4.3	97	15.9	3/1.0	52	91	M/5
proxy	197 400	4.3	97	15.9	3/1.0	52	91	M/5

SSANGYONG

KORANDO



VERDICT | The reinvention of SsangYong

KORANDO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0	324 995	7.5	175	n/a	4/2.0	110	197	M/6

ACTYON SPORTS



VERDICT | Radical facial surgery can't hide faults

ACTYON SPORTS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.3 4x4 high	289 995	12.4	293	n/a	4/2.3	110	214	M/5
2.0D high	309 995	7.4	196	n/a	4/2.0TD	114	360	M/6
2.0D 4x4 Deluxe	359 995	7.5	199	n/a	4/2.0TD	114	360	M/6

REXTON W



VERDICT | The W stands for 'work of art', apparently

REXTON W	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
RX270XDi	394 995	8.6	228	n/a	5/2.7TD	121	340	M/5
RX270XDi Deluxe	449 995	9.0	242	n/a	5/2.7TD	121	340	A/5

SUBARU

XV



VERDICT | Raised-body Impreza is not without merit

XV	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0i	331 000	8.0	189	10.5	b4/2	110	196	M/6
2.0i auto	350 000	7.9	187	10.7	b4/2	110	196	C/V
2.0i-S auto	388 000	7.9	187	10.7	b4/2	110	196	C/V

FORESTER



VERDICT | 'Smarter, safer, further' maxim rings true

FORESTER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 X	359 000	7.2	168	10.6	b4/2	110	198	M/6
2.5 X	399 500	8.1	187	9.9	b4/2.5	126	235	C/V
2.5 XS	438 000	8.1	187	10.09	b4/2.5	126	235	C/V
2.5 XS Premium	484 000	8.1	187	9.9	b4/2.5	126	235	C/V
2.0 XT	556 000	8.5	197	7.41	b4/2.0T	177	350	C/V

OUTBACK



VERDICT | Another great Scooby out on the fringes

OUTBACK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5i-S Premium	499 000	7.3	167	10.2	b4/2.5	129	235	C/V
2.0D Premium	557 000	6.3	165	9.9	b4/2.0TD	110	350	C/V
3.6 R-S Premium	557 000	9.9	230	7.6	b6/3.6	191	350	C/V

LEGACY



VERDICT | Exterior bang up to date, interior left behind

LEGACY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.6 R-S Premium	548 000	9.9	230	7.2	b6/3.6	191	350	C/V

WRX



VERDICT | Involving and fun. Rivals have better cabins

WRX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
WRX Premium	484 000	9.2	213	6.85	b4/2.0T	197	350	M/6
WRX Premium auto	499 500	8.6	199	6.3	b4/2.0T	197	350	C/V
WRX STI Premium	635 000	10.4	242	5.75	b4/2.5T	221	407	M/6

SUZUKI

CELERIO



VERDICT | Three-pot Suzi is good value. Avoid the auto

CELERIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0 GA	119 000	4.7	110	14.0	3/1.0	50	90	M/5
1.0 GL	134 000	4.7	110	14.0	3/1.0	50	90	M/5
1.0 GL auto	145 700	4.6	108	14.0	3/1.0	50	90	S/5

SWIFT



VERDICT | Fun, but battles to make a fresh impact

SWIFT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
DZire sedan								
1.2 GA	139 900	5.2	124	12.6	4/1.2	63	113	M/5
1.2 GL	153 900	5.2	124	12.6	4/1.2	63	113	M/5
1.2 GL auto	169 700	5.9	140	n/a	4/1.2	63	113	A/4
hatch								
1.2 GA	137 500	5.3	126	12.6	4/1.2	63	113	M/5
1.2 GL	150 400	5.7	126	12.6	4/1.2	63	113	M/5
1.2 GL auto	166 700	5.8	137	n/a	4/1.2	63	113	A/4
1.4 GLS	203 900	5.5	132	10.9	4/1.4	70	130	M/5
1.4 GLS auto	218 900	6.2	147	12.3	4/1.4	70	130	A/4
1.6 Sport	243 900	6.5	153	8.7	4/1.6	100	160	M/6

ERTIGA



VERDICT | Stretched Swift joins the 7-seater brigade

ERTIGA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 GA	166 500	6.6	156	n/a	4/1.4	70	130	M/5
1.4 GL	186 500	6.6	156	n/a	4/1.4	70	130	M/5
1.4 GL auto	201 500	6.6	156	n/a	4/1.4	70	130	A/4

CIAZ



VERDICT | Solid, conservative three-box. No real USP

CIAZ	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 GL	185 900	5.4	125	n/a	4/1.4	70	130	M/5
1.4 GLX	206 500	5.4	125	n/a	4/1.4	70	130	M/5
1.4 GLX auto	221 800	5.5	131	n/a	4/1.4	70	130	A/4

JIMNY



VERDICT | Frugal, affordable and immensely fun.

JIMNY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3	232 800	7.2	171	12.48	4/1.3	63	110	M/5
1.3 auto	249 100	7.6	181	17.2	4/1.3	63	110	A/4

VITARA



VERDICT | Sensibly priced, well-built Duster buster

VITARA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 GL	239 900	5.8	136	n/a	4/1.6	86	151	M/5
1.6 GL+	269 900	5.8	136	n/a	4/1.6	86	151	M/5
1.6 GL+ AllGrip	291 900	5.8	136	n/a	4/1.6	86	151	M/5
1.6 GLX auto	299 900	6.0	139	n/a	4/1.6	86	151	A/6
1.6 GLX AllGrip	319 900	6.2	145	n/a	4/1.6	86	151	M/5

SX4



VERDICT | Larger, more refined. No crossover revolution

SX4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 GL	269 900	5.8	137	11.0	4/1.6	86	156	M/5
1.6 GLX	300 900	5.8	137	11.0	4/1.6	86	156	M/5
1.6 GLX auto	323 900	5.8	137	12.4	4/1.6	86	156	C/V
1.6 GLX AllGrip	324 900	6.2	146	11.59	4/1.6	86	156	M/5
1.6 GLX AllGrip auto	346 900	6.2	146	13.5	4/1.6	86	156	C/V

GRAND VITARA



VERDICT | Nip 'n tuck for evergreen soft-roader

GRAND VITARA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 Dune	333 900	8.9	212	11.7	4/2.4	122	225	M/5
2.4 Dune auto	348 900	9.9	234	12.0	4/2.4	122	225	A/4
2.4 Summit	403 900	8.9	212	11.7	4/2.4	122	225	M/5
2.4 Summit auto	419 900	9.9	234	12.0	4/2.4	122	225	A/4

TATA

INDICA



VERDICT | Entry-level motoring isn't fun

INDICA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 LGi	113 995	7.4	168	12.8	4/1.4	55	110	M/5
1.4 LGi Sport	117 995	7.4	168	12.8	4/1.4	55	110	M/5

VISTA



VERDICT | Life's much tougher in this price bracket

VISTA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 Ini Bounce	129 995	6.7	159	14.0	4/1.4	55	114	M/5
1.4 Ignis	150 495	6.7	157	13.5	4/1.4	66	116	M/5

BOLT



VERDICT | Best, most refined Tata yet

BOLT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch 1.2T XMS	132 995	6.5	154	n/a	4/1.2T	66	140	M/5
hatch 1.2T XT	142 995	6.5	154	n/a	4/1.2T	66	140	M/5
sedan 1.2T XMS	142 995	6.5	154	n/a	4/1.2T	66	140	M/5
sedan 1.2T XT	152 995	6.5	154	n/a	4/1.2T	66	140	M/5

MANZA



VERDICT | Vista-with-a-boot is no looker

MANZA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 Ini	144 995	6.4	151	13.5	4/1.4	66	116	M/5
1.4 Ignis	162 995	6.4	151	13.5	4/1.4	66	116	M/5

SUPER ACE



VERDICT | Could turn out to be Tata's trump card

SUPER ACE EX2	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4TD DLS	149 995	7.2	190	n/a	4/1.4TD	52	135	M/5
1.4TD DLE	159 995	7.2	190	n/a	4/1.4TD	52	135	M/5

WORKER



VERDICT | Apparently farmers are keen

WORKER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3L 207 Di Turbo	152 495	n/a	n/a	n/a	4/3.0TD	53	225	M/5

XENON



VERDICT | Most of the Chinese bakkies do it better

XENON	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.0L Fleetline	162 495	10.0	264	n/a	4/3.0TD	85	300	M/5
3.0L DLE	199 995	10.0	264	n/a	4/3.0TD	85	300	M/5
XT 2.2L	204 995	9.0	260	n/a	4/2.2TD	110	320	M/5
XT 2.2L 4x4	264 995	9.0	260	n/a	4/2.2TD	110	320	M/5
double cab								
XT 2.2L	259 995	9.0	260	n/a	4/2.2TD	110	320	M/5
XT 2.2L 4x4	294 995	9.0	260	n/a	4/2.2TD	110	320	M/5

TOYOTA

AYGO



VERDICT | Cheap cross-faced tot is missing its toys

AYGO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0	141 700	4.4	102	14.2	3/1.0	51	95	M/5
1.0 X-play	144 100	4.4	102	14.2	3/1.0	51	95	M/5

ETIOS



VERDICT | Sound mechanics, but still all about the badge

ETIOS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch 1.5 Xi	144 300	6.0	138	11.3	4/1.5	66	132	M/5
hatch 1.5 Xs	154 100	6.0	138	11.3	4/1.5	66	132	M/5
sedan 1.5 Xi	151 500	5.9	136	11.3	4/1.5	66	132	M/5
sedan 1.5 Xs	161 100	5.9	136	11.3	4/1.5	66	132	M/5
Cross 1.5 Xs	176 700	6.0	138	11.3	4/1.5	66	132	M/5

YARIS



VERDICT | Largely joyless, very pricey, no turbo

YARIS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0	175 100	5.0	117	15.3	3/1.0	51	95	M/5
1.3	202 400	5.6	131	11.7	4/1.3	73	125	M/6
1.3 auto	213 900	5.5	127	12.6	4/1.3	73	125	C/V
Hybrid	279 600	3.6	82	11.8	4/1.5e	74e	111+e	C/V

COROLLA QUEST



VERDICT | Old Corolla returns as a cut-price contender

COROLLA QUEST	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6	190 700	6.6	157	10.5	4/1.6	90	154	M/6
1.6 auto	205 300	6.3	150	11.1	4/1.6	90	154	A/4
1.6 Plus	204 300	6.6	157	10.5	4/1.6	90	154	M/6

AVANZA



VERDICT | Still not pretty, but now more compelling

AVANZA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 S	198 200	6.1	145	n/a	4/1.3	70	121	M/5
1.3 SX	213 700	6.1	145	n/a	4/1.3	70	121	M/5
1.5 SX	220 300	6.3	150	n/a	4/1.5	77	137	M/5
1.5 SX auto	237 400	6.7	160	n/a	4/1.5	77	137	A/4
1.5 TX	251 700	6.3	150	n/a	4/1.5	77	137	M/5

COROLLA



VERDICT | More style, more energy for SA's go-to sedan

COROLLA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 Esteem	237 500	6.0	139	12.6	4/1.3	73	128	M/6
1.3 Prestige	255 800	6.0	139	12.6	4/1.3	73	128	M/6
1.4D-4D Esteem	267 700	4.5	119	12.5	4/1.4TD	66	205	M/6
1.4D-4D Prestige	279 800	4.5	119	12.5	4/1.4TD	66	205	M/6
1.6 Esteem	249 500	6.6	157	10.5	4/1.6	90	154	M/6
1.6 Prestige	265 700	6.6	157	10.5	4/1.6	90	154	M/6
1.6 Prestige auto	277 700	6.3	150	11.1	4/1.6	90	154	C/V
1.6 Sprinter	275 500	6.6	157	10.5	4/1.6	90	154	M/6
1.8 Prestige	276 600	7.0	165	n/a	4/1.8	103	173	M/6
1.8 Exclusive	299 600	7.0	165	n/a	4/1.8	103	173	M/6
1.8 Exclusive auto	311 600	6.4	152	10.2	4/1.8	103	173	C/V

AURIS



VERDICT | Sharper-suited Corolla hatch? Or-is it just us?

AURIS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 X	235 000	5.8	134	12.6	4/1.3	73	128	M/6
1.6 Xi	261 700	6.2	145	10.0	4/1.6	97	160	M/6
1.6 XS	273 000	6.2	145	10.0	4/1.6	97	160	M/6
1.6 XR	302 300	6.2	145	9.55	4/1.6	97	160	M/6
1.6 XR auto	316 900	6.0	138	10.8	4/1.6	97	160	C/V
Hybrid XR	378 500	3.9	91	10.9	4/1.8e	100e	142+e	C/V

INNOVA



VERDICT | Vast, unsophisticated people-mover

INNOVA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.7 8-seater	304 800	11.2	265	n/a	4/2.7	118	241	M/5
2.7 7-seater	324 000	11.2	265	n/a	4/2.7	118	241	M/5

86



VERDICT | Light, simple, cheap, RWD fun. Brilliant

86	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 standard	364 100	7.8	181	7.6	b4/2	147	205	M/6
2.0 high	409 600	7.8	181	7.35	b4/2.0	147	205	M/6
2.0 high auto	430 200	7.1	164	7.79	b4/2.0	147	205	A/6

HILUX



VERDICT | No longer the outright bakkie king

HILUX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0	222 300	n/a	n/a	n/a	4/2.0	100	182	M/5
2.0 S	229 200	n/a	n/a	n/a	4/2.0	100	182	M/5

2.5D-4D	253 100	n/a	n/a	n/a	4/2.5TD	75	200	M/5
2.5D-4D S	259 300	n/a	n/a	n/a	4/2.5TD	75	200	M/5
2.5D-4D SRX	309 700	n/a	n/a	n/a	4/2.5TD	75	260	M/5
2.5D-4D 4x4 SRX	370 300	n/a	n/a	n/a	4/2.5TD	75	260	M/5
2.7 Raider Legend 45	324 900	n/a	n/a	n/a	4/2.7	118	241	M/5
3.0D-4D Raider Legend 45	373 500	n/a	n/a	n/a	4/3.0TD	120	343	M/5
3.0D-4D 4x4 Raider Legend 45	434 200	n/a	n/a	n/a	4/3.0TD	120	343	M/5
Xtra Cab								
2.5D-4D SRX	323 400	n/a	n/a	n/a	4/2.5TD	75	260	M/5
3.0D-4D Raider Legend 45	404 900	n/a	n/a	n/a	4/3.0TD	120	343	M/5
3.0D-4D 4x4 Raider Legend 45	465 900	n/a	n/a	n/a	4/3.0TD	120	343	M/5
double cab								
2.7 Raider Legend 45	409 100	10.8	257	n/a	4/2.7	118	241	M/5
2.5D-4D 4x4 SRX	431 800	8.7	229	n/a	4/2.5TD	75	260	M/5
2.5D-4D Raider Legend 45	445 800	8.0	211	n/a	4/2.5TD	106	343	M/5
3.0D-4D Raider Legend 45	474 500	8.6	226	n/a	4/3.0TD	120	343	M/5
3.0D-4D Raider Legend 45 auto	489 200	9.7	257	n/a	4/3.0TD	120	343	A/4
3.0D-4D 4x4 Raider Legend 45	536 400	8.6	226	n/a	4/3.0TD	120	343	M/5
3.0D-4D 4x4 Raider Legend 45 auto	551 200	9.7	257	n/a	4/3.0TD	120	343	A/4
4.0 V6 Raider Legend 45	488 300	12.0	286	n/a	V6/4	175	376	A/5
4.0 V6 4x4 Raider Legend 45	578 000	12.0	286	n/a	V6/4	175	376	A/5

RAV4



VERDICT | Back in the game after warming the bench

RAV4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 GX	327 700	7.7	179	n/a	4/2.0	107	187	M/6
2.0 GX auto	338 800	7.4	173	n/a	4/2.0	107	187	C/V
2.2D-4D AWD GX	409 900	5.6	149	n/a	4/2.2TD	110	340	M/6
2.2D-4D AWD VX	487 400	6.5	172	n/a	4/2.2TD	110	340	A/6
2.5 AWD VX	457 000	8.5	198	n/a	4/2.5	132	233	A/6

QUANTUM



VERDICT | Struggles to shrug off taxi image

QUANTUM	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.7 GL 10-seater bus	426 200	13.8	327	18.4	4/2.7	111	241	M/5
2.7 GL 14-seater bus	442 500	14.3	339	20.7	4/2.7	111	241	M/5
2.5D-4D GL 10-seater bus	457 700	9.4	258	25.4	4/2.5TD	75	260	M/5
2.5D-4D GL 14-seater bus	460 700	9.9	266	28.2	4/2.5TD	75	260	M/5

FORTUNER



VERDICT | Well-priced and exceptionally capable

FORTUNER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5D-4D	409 500	8.0	211	11.2	4/2.5TD	106	343	M/5
2.5D-4D auto	423 600	9.1	240	n/a	4/2.5TD	106	343	A/4
3.0D-4D	492 000	8.5	226	11.3	4/3.0TD	120	343	M/5
3.0D-4D auto	505 900	9.4	248	11.8	4/3.0TD	120	343	A/4
3.0D-4D 4x4	547 800	8.6	228	11.8	4/3.0TD	120	343	M/5
3.0D-4D 4x4 auto	562 000	9.8	259	12.3	4/3.0TD	120	343	A/4
4.0 V6	525 800	12.7	303	9.7	V6/4	175	376	A/5
4.0 V6 4x4	581 400	13.0	309	9.7	V6/4	175	376	A/5

LAND CRUISER 70 SERIES



VERDICT | When there's work to be done in the bush

LAND CRUISER 70 SERIES	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
79 4.0 V6	497 500	n/a	n/a	12.6	V6/4	170	360	M/5
79 4.2D	529 200	n/a	n/a	18.0	6/4.2D	96	285	M/5
79 4.5D-4D LX V8	605 600	11.6	306	n/a	V8/4.5TD	151	430	M/5
double cab								
79 4.0 V6	562 600	13.6	320	12.6	V6/4.0	170	360	M/5
79 4.2D	590 100	13.0	343	20.08	6/4.2D	96	285	M/5
79 4.5D-4D LX V8	662 700	11.6	306	n/a	V8/4.5TD	151	430	M/5
station wagon								
76 4.5D-4D LX V8	677 600	11.6	306	n/a	V8/4.5TD	151	430	M/5

FJ CRUISER



VERDICT | Great retro looks. Needs less retro engine

FJ CRUISER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
FJ Cruiser	540 000	11.4	267	8.61	V6/4.0	200	380	A/5

LAND CRUISER PRADO



VERDICT | Nothing to deter the off-road faithful

LAND CRUISER PRADO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.0DT TX	718 100	8.5	226	11.7	4/3.0TD	120	400	A/5
4.0 VX	817 800	11.5	266	10.9	V6/4	202	381	A/5
3.0DT VX	820 200	8.5	226	12.04	4/3.0TD	120	400	A/5

LAND CRUISER 200



VERDICT | Buy a 70 Series *and* a Fortuner instead

LAND CRUISER 200	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
4.5D-4D V8 GX	871 300	10.3	273	8.6	V8/4.5TD	173	615	A/6
4.5D-4D V8 VX	1 170 200	10.3	273	8.6	V8/4.5TD	173	615	A/6

VOLKSWAGEN

up!



VERDICT | Large on quality, small on price – people's car!

up!	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
take up! 1.0	143 100	4.6	106	13.2	3/1.0	55	95	M/5
move up! 1.0	150 200	4.6	106	13.2	3/1.0	55	95	M/5
club up! 1.0	158 950	4.6	106	13.2	3/1.0	55	95	M/5

POLO VIVO



VERDICT | Breathing new life into old cars – a VW usp

POLO VIVO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.4 Conceptline	151 200	6.2	147	12.9	4/1.4	55	132	M/5
1.4 Blueline	157 800	5.8	138	13.5	4/1.4	55	126	M/5
1.4 Street	163 200	6.2	147	12.2	4/1.4	63	132	M/5
1.4 Trendline	166 900	6.2	147	12.2	4/1.4	63	132	M/5
1.4 Trendline auto	182 900	6.9	163	17.5	4/1.4	63	132	A/6
1.4 Eclipse	175 900	6.2	147	12.2	4/1.4	63	132	M/5
1.6 Comfortline	181 400	6.6	156	10.6	4/1.6	77	155	M/5
1.6 GT	189 000	6.6	157	10.6	4/1.6	77	155	M/5
1.6 GTS	TBA	6.6	157	10.6	4/1.6	77	155	M/5
Maxx 1.6	191 400	6.6	157	10.6	4/1.6	77	155	M/5
sedan								
1.4 Conceptline	160 700	6.2	147	12.9	4/1.4	55	132	M/5
1.4 Blueline	166 300	5.8	138	13.5	4/1.4	55	126	M/5
1.4 Trendline	173 900	6.2	147	12.2	4/1.4	63	132	M/5
1.4 Eclipse	182 900	6.2	147	12.2	4/1.4	63	132	M/5
1.4 Trendline auto	189 900	6.9	163	17.5	4/1.4	63	132	A/6
1.6 Trendline	180 500	6.6	156	10.6	4/1.6	77	155	M/5
1.6 Comfortline	188 300	6.6	156	10.6	4/1.6	77	155	M/5

POLO



VERDICT | Locally built hatch brings quality to the masses

POLO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan								
1.4 Trendline	196 800	5.9	139	12.8	4/1.4	63	132	M/5
1.4 Comfortline	215 400	5.9	139	12.8	4/1.4	63	132	M/5
1.6 Trendline	213 200	6.0	143	11.1	4/1.6	77	155	M/5
1.6 Comfortline	228 800	6.0	143	11.1	4/1.6	77	155	M/5
1.6 Comfortline auto	243 800	6.5	154	12.3	4/1.6	77	155	A/6
1.5TDI Comfortline	257 100	4.9	128	11.2	4/1.5TD	77	250	M/5
hatch								
1.2TSI Trendline	209 000	4.9	117	10.8	4/1.2T	66	160	M/5
1.2TSI Comfortline	233 900	4.9	117	10.8	4/1.2T	66	160	M/5
1.2TSI Highline	254 700	5.1	120	9.9	4/1.2T	81	175	M/6
1.2TSI Highline auto	270 700	5.1	122	9.3	4/1.2T	81	175	D/7
1.0TSI BlueMotion	243 800	4.2	97	10.1	3/1.0T	70	160	M/5
1.4TDI Trendline	231 900	4.1	108	12.9	3/1.4TD	55	210	M/5
1.4TDI Highline	261 400	4.1	108	9.9	3/1.4TD	77	250	M/5
CrossPolo 1.2TSI	263 200	5.3	125	9.8	4/1.2T	81	175	M/6
CrossPolo 1.4TDI	269 900	4.2	111	10.5	3/1.4TD	77	250	M/5
GTI	325 000	6.0	139	6.7	4/1.8T	141	320	M/6
GTI auto	341 000	5.6	129	6.7	4/1.8T	141	250	D/7

CADDY



VERDICT | A practical wagon for *all* the folks

CADDY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0TDI Trendline	351 200	5.7	149	12.4	4/2.0TD	81	280	M/5
Maxi 2.0TDI Trendline	369 900	5.8	152	12.8	4/2.0TD	81	280	M/5
Maxi 2.0TDI Trendline auto	399 300	6.3	166	10.9	4/2.0TD	103	320	D/6
Alltrack 2.0TDI	365 400	5.7	149	12.4	4/2.0TD	81	280	M/5
Alltrack 2.0TDI auto	395 000	6.2	166	10.6	4/2.0TD	103	320	D/6

JETTA



VERDICT | Quality from the top-drawer

JETTA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Conceptline	238 000	6.8	162	11.7	4/1.6	77	153	M/5
1.2TSI Trendline	272 300	5.1	117	10.7	4/1.2T	77	175	M/6
1.4TSI Trendline	290 700	5.4	125	9.6	4/1.4T	92	200	M/6
1.4TSI Comfortline	306 500	5.4	125	9.6	4/1.4T	92	200	M/6
1.4TSI Comfortline auto	322 500	5.2	119	9.6	4/1.4T	92	200	D/7
1.4TSI Highline auto	346 500	5.2	119	8.6	4/1.4T	110	250	D/7
1.6TDI Comfortline	323 000	4.5	119	11.29	4/1.6TD	77	250	M/5
1.6TDI Comfortline auto	339 000	4.7	123	11.7	4/1.6TD	77	250	D/7
2.0TDI Highline auto	380 000	5.3	138	9.5	4/2.0TD	103	320	D/6

BEETLE



VERDICT | Drives like Golf, looks like Beetle. Buy Scirocco

BEETLE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2TSI Design	300 300	5.9	137	10.84	4/1.2T	77	175	M/6
1.2TSI Club	312 150	5.3	123	10.9	4/1.2T	77	175	M/6
1.4TSI Sport	365 100	5.6	129	8.7	4/1.4T	110	250	M/6
1.4TSI Sport auto	381 100	5.3	122	8.7	4/1.4T	110	250	D/7

GOLF



VERDICT | Stratospheric refinement

GOLF	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.2TSI Trendline	283 250	4.9	114	9.9	4/1.2T	81	175	M/6
1.4TSI Trendline	299 850	5.2	120	9.1	4/1.4T	92	200	M/6
1.4TSI Comfortline	316 250	5.2	120	9.1	4/1.4T	92	200	M/6
1.4TSI Comfortline auto	332 250	5.0	119	9.1	4/1.4T	92	200	D/7
1.4TSI Highline	343 700	5.2	120	8.2	4/1.4T	110	250	M/6
2.0TDI Comfortline	342 450	4.6	120	10.5	4/2.0TD	81	250	M/5
2.0TDI Highline	397 000	4.5	119	8.6	4/2.0TD	110	320	D/6
GTI	433 600	6.0	139	6.5	4/2.0T	162	350	M/6
GTI auto	449 600	6.4	148	6.5	4/2.0T	162	350	D/6
GTI Performance auto	469 600	6.4	149	6.4	4/2.0T	169	350	D/6
R	537 400	7.1	165	5.0	4/2.0T	206	380	M/6
R auto	553 400	6.9	159	5.26	4/2.0T	206	380	D/6
cabriolet								
1.4TSI Comfortline	363 200	5.5	127	9.9	4/1.4T	92	200	M/6
1.4TSI Comfortline auto	379 200	5.4	124	9.9	4/1.4T	92	200	D/7
1.4TSI Highline auto	430 300	5.3	123	8.8	4/1.4T	110	250	D/7
GTI	482 100	6.5	152	6.9	4/2.0T	162	350	D/6

GOLF SV



VERDICT | Roomier Golf guns for B-Class

GOLF SV	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2TSI Trendline	302 150	5.1	117	10.7	4/1.2T	81	175	M/6
1.4TSI Comfortline	332 450	5.4	125	9.9	4/1.4T	92	200	M/6
1.4TSI Comfortline auto	348 450	5.2	121	9.9	4/1.4T	92	200	D/7
2.0TDI Comfortline	358 650	4.6	120	10.5	4/2.0TD	81	250	M/5
2.0TDI Comfortline auto	374 650	4.6	120	10.5	4/2.0TD	81	250	D/6

TOURAN



VERDICT | The Golf for minivan-lovers

TOURAN	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2TSI Trendline	313 200	6.4	149	11.9	4/1.2T	77	175	M/6
2.0TDI Trendline	339 000	5.4	144	12.1	4/2.0TD	81	250	M/6
2.0TDI Trendline auto	355 000	5.7	149	12.1	4/2.0TD	81	250	D/6
1.4TSI Highline	360 800	6.8	159	9.5	4/1.4ST	103	220	M/6

AMAROK



VERDICT | Brilliant leisure bakkie. 8-speed auto is genius

AMAROK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0TDI	284 400	7.6	199	13.2	4/2.0TD	103	340	M/6
2.0TDI 4Motion	338 400	7.7	203	13.4	4/2.0TD	103	340	M/6
2.0TDI Trendline	365 100	7.6	199	13.2	4/2.0TD	103	340	M/6
2.0BiTDI Trendline	396 000	7.9	208	10.3	4/2.0TD	132	400	M/6
2.0TDI Trendline 4Motion	415 100	7.7	203	13.4	4/2.0TD	103	340	M/6
2.0BiTDI Trendline 4Motion	446 000	8.0	211	10.3	4/2.0TD	132	400	M/6
double cab								
2.0TDI Trendline	446 100	7.6	199	13.5	4/2.0TD	103	340	M/6
2.0TDI Trendline 4Motion	497 100	7.7	203	13.7	4/2.0TD	103	340	M/6
2.0BiTDI Highline	475 400	7.9	208	10.3	4/2.0TD	132	400	M/6
2.0BiTDI Highline auto	492 900	8.2	216	10.6	4/2.0TD	132	420	A/8
2.0BiTDI Highline 4Motion	526 400	8.0	211	10.6	4/2.0TD	132	400	M/6
2.0BiTDI Highline 4Motion auto	543 900	8.3	219	10.9	4/2.0TD	132	420	A/8
2.0BiTDI 4Motion Ultimate	600 200	8.3	219	10.9	4/2.0TD	132	420	A/8

TRANSPORTER



VERDICT | T6 adds polish to the icon

TRANSPORTER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0TDI	296 800	7.9	208	15.2	4/2.0TD	75	250	M/5
2.0TDI double cab	332 800	7.9	208	15.9	4/2.0TD	75	250	M/5
2.0BiTDI double cab auto	409 800	8.4	221	10.2	4/2.0TD	132	400	A/7

SCIROCCO



VERDICT | A GTI in party garb

SCIROCCO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0TSI Highline	386 700	6.1	142	7.4	4/2.0T	132	280	M/6
GTS	459 000	6.4	148	6.9	4/2.0T	162	350	D/6
R	512 100	8.0	187	5.8	4/2.0T	188	350	D/6

TIGUAN



VERDICT | Does everything really well

TIGUAN	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4TSI 90kW Trend&Fun	348 400	6.5	152	10.9	4/1.4T	90	200	M/6
1.4TSI 118kW Trend&Fun	385 500	6.7	156	9.3	4/1.4ST	118	240	M/6
1.4TSI 118kW Trend&Fun auto	401 500	7.1	164	9.3	4/1.4ST	118	240	D/6
2.0TDI Trend&Fun	377 100	5.3	139	11.9	4/2.0TD	81	280	M/6
2.0TDI 4Motion Trend&Fun	446 000	6.5	172	10.7	4/2.0TD	103	320	D/7
2.0TDI 4Motion Track&Field	472 400	6.5	172	10.7	4/2.0TD	103	320	D/7
2.0TDI 4Motion Sport&Style	487 000	6.5	172	10.7	4/2.0TD	103	320	D/7
2.0TSI 4Motion Sport&Style	509 200	8.8	205	7.61	4/2.0T	155	280	D/7

PASSAT



VERDICT | Plays the executive like a pro

PASSAT	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
1.4TSI Comfortline	378 800	5.3	124	8.4	4/1.4T	110	250	M/6
1.4TSI Comfortline auto	398 800	5.2	121	8.4	4/1.4T	110	250	D/7
1.8TSI Highline auto	444 200	5.8	130	7.9	4/1.8T	132	250	D/7
2.0TSI R-Line auto	476 800	6.2	143	6.7	4/2.0T	162	350	D/6

CC



VERDICT | Merc CLS on the cheap

CC	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
1.8TSI	422 600	7.1	165	8.5	4/1.8T	118	250	D/7
2.0TSI	466 600	7.8	182	7.3	4/2.0T	155	280	D/6
2.0TDI	468 300	5.2	137	8.4	4/2.0TD	130	380	D/6
3.6 V6 4Motion	549 800	9.3	215	5.5	V6/3.6	220	350	D/6

KOMBI / CARAVELLE



VERDICT | Utterly contemporary rolling nostaligia

KOMBI / CARAVELLE	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
Kombi								
2.0TDI SWB Trendline	486 600	7.3	193	17.9	4/2.0TD	75	250	M/5
2.0TDI SWB Trendline auto	518 100	8.0	211	14.7	4/2.0TD	103	340	A/7
2.0TDI SWB Comfortline	572 100	7.5	198	14.2	4/2.0TD	103	340	M/6
2.0TDI SWB Comfortline auto	589 600	8.0	211	14.7	4/2.0TD	103	340	A/7
2.0TDI LWB Comfortline auto	597 600	8.0	211	14.7	4/2.0TD	103	340	A/7
Caravelle								
2.0BiTDI Comfortline	745 700	7.9	208	11.3	4/2.0TD	132	400	A/7
2.0BiTDI Comfortline 4Motion	778 200	8.8	232	12.1	4/2.0TD	132	400	A/7
2.0BiTDI Highline	824 500	7.9	208	11.3	4/2.0TD	132	400	A/7
2.0BiTDI Highline 4Motion	857 000	8.8	232	12.1	4/2.0TD	132	400	A/7

TOUAREG



VERDICT | Big, comfy, competent SUV

TOUAREG	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
V6 Elegance	734 900	10.9	259	7.8	V6/3.6	206	360	A/8
V6 TDI Luxury	822 500	7.2	189	7.8	V6/3.0TD	180	550	A/8
V6 TDI Escape	847 800	7.3	193	7.8	V6/3.0TD	180	550	A/8
V8 TDI Executive	1 020 000	9.1	239	5.8	V8/4.1TD	250	800	A/8

VOLVO

V40



VERDICT | Convincingly plugs Volvo's hatch-shaped hole

V40	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
V40								
T3 Kinetic	322 900	5.5	127	8.3	4/2.0T	112	250	M/6
T3 Momentum auto	379 300	5.5	129	8.3	4/1.5T	112	250	A/6
D2 Kinetic	335 000	3.6	94	10.5	4/2.0TD	88	280	M/6
T4 Momentum	382 600	5.5	127	6.9	4/2.0T	140	300	M/6
T4 Momentum auto	401 800	5.5	128	6.9	4/2.0T	140	300	A/6
D3 Momentum	412 600	4.0	104	8.4	4/2.0TD	110	320	A/6
D4 Momentum	422 100	4.2	109	7.2	4/2.0TD	140	400	A/8
T5 Momentum	440 400	5.9	137	6.3	4/2.0T	180	350	A/8
V40 Cross Country								
T4 Momentum	394 400	5.5	128	7.1	4/2.0T	140	300	M/6
T4 Momentum auto	413 700	5.6	129	7.1	4/2.0T	140	300	A/6
D3 Momentum	431 900	4.0	105	8.5	4/2.0TD	110	320	A/6
D4 Momentum	447 800	4.3	112	7.5	4/2.0TD	140	400	A/8
T5 AWD Momentum	484 200	6.4	149	6.1	4/2.0T	180	350	A/8

S60



VERDICT | Takes Volvo up another gear

S60	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
T3 Kinetic	378 000	5.6	131	8.6	4/2.0T	112	250	M/6
T3 Momentum auto	412 300	5.8	135	8.6	4/1.5T	112	250	A/6
T4 Momentum	446 600	5.8	134	7.2	4/2.0T	140	300	A/6
D4 Momentum	473 100	4.3	113	7.6	4/2.0TD	140	400	A/8
T5 Momentum	506 400	6.2	145	6.3	4/2.0T	180	350	A/8
D5 Inscription	548 100	4.5	119	6.4	4/2.0TD	165	470	A/8
T6 Inscription	572 700	6.4	149	5.9	4/2.0ST	225	400	A/8
T6 AWD Inscription	581 600	6.9	161	5.9	4/2.0ST	225	400	A/8

V60



VERDICT | A sexier, sportier, less useful Volvo wagon

V60	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
T3 Momentum	430 000	5.9	138	8.7	4/1.5T	112	250	A/6
T4 Momentum	459 500	5.8	136	7.3	4/2.0T	140	300	A/6
D4 Momentum	483 100	4.4	116	7.7	4/2.0TD	140	400	A/8
T5 Momentum	519 600	6.4	149	6.4	4/2.0T	180	350	A/8
D5 Inscription	561 400	4.8	125	6.5	4/2.0TD	165	470	A/8
T6 Inscription	585 200	6.7	157	6.0	4/2.0ST	225	400	A/8
T6 AWD Inscription	593 500	7.0	163	6.0	4/2.0ST	225	400	A/8

V60 CROSS COUNTRY



VERDICT | V60 gets CC treatment. Yes, that's now a thing

V60 CROSS COUNTRY	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
D4 AWD Momentum	509 800	5.7	149	8.9	5/2.4TD	140	420	A/6
T5 AWD Momentum	544 000	8.5	198	7.1	5/2.5T	187	360	A/6

XC70



VERDICT | Talented crossover estate is back

XC70	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
D5 AWD Inscription	515 000	5.8	153	8.2	5/2.4TD	162	440	A/6

XC60



VERDICT | Mixes it with the segment's best

XC60	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
T5 Momentum	578 000	6.7	157	7.2	4/2.0T	180	350	A/8
D4 Momentum	582 900	4.7	124	8.1	4/2.0TD	140	400	A/8
D5 AWD Momentum	646 300	5.7	149	8.2	5/2.4TD	162	440	A/6
T6 Momentum	654 000	7.0	163	6.9	4/2.0ST	225	400	A/8
T6 AWD Momentum	663 300	7.7	179	6.9	4/2.0ST	225	400	A/8

XC90



VERDICT | A mega SUV achievement

XC90	PRICE	L/100	CO_2	0-100	P/T	KW	NM	GEAR
D4 Momentum	820 200	5.2	136	9.2	4/2.0TD	140	400	A/8
D5 AWD Momentum	870 300	5.8	152	7.8	4/2.0TD	165	470	A/8
T5 AWD Momentum	844 000	7.6	176	8.2	4/2.0T	187	350	A/8
T6 AWD Momentum	884 400	8.0	186	6.5	4/2.0ST	235	400	A/8
T8 Twin Engine AWD Momentum	1 025 200	2.1	49	5.6	4/2.0STe	300	640e	A/8



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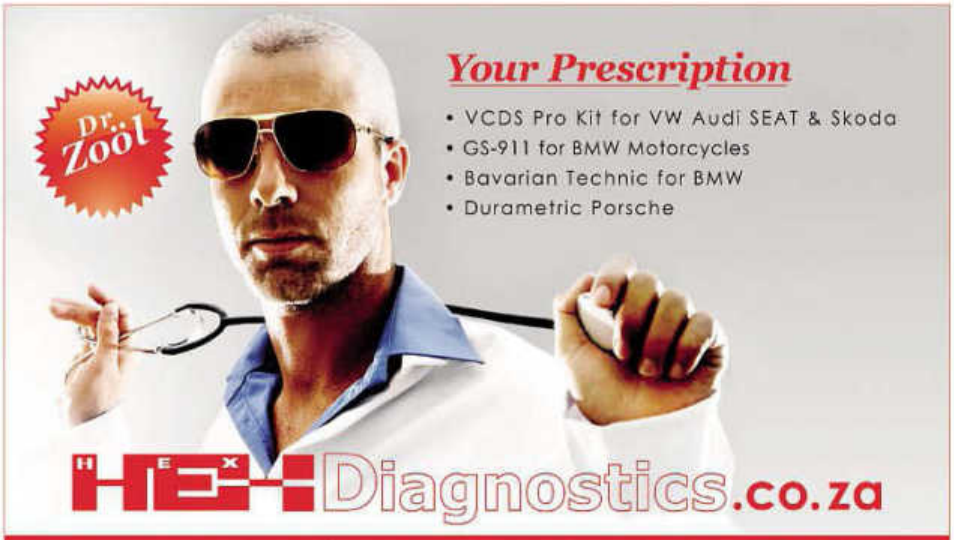



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The topcar Top 10.

Wheeled weirdness by the legendary George Barris

The late custom king is best known for his Batmobile, but repertoires don't get any stranger than this. By **Chris Chilton**

1 *THE MUNSTERS'* KOACH

Built for the TV series from three Model T Fords and featuring a custom hearse body and lanterns for headlights, the Koach was powered by a hopped-up 4.7-litre V8 topped by a ridiculous 10 Stromberg carbs, meaning keeping the thing in tune must have been as scary as the occupants.





2 THE *BACK TO THE FUTURE* DeLOREAN

Barris didn't do the Green Hornet's Black Beauty, the Monkeemobile or the *Back to the Future* DeLorean but he often gets the credit. He wasn't always quick to set things straight, to the extent that Universal threatened to customise his bank balance in 2007.

3 *THE CAR*

Imagine Spielberg's classic *Duel*, but with all the believability of the Christmas story and the tension of 70-year-old knicker elastic. That's *The Car*, a James Brolin, er, vehicle, in which a demonic coupe terrorises small town America. Barris created the monster from a '71 Lincoln Continental.





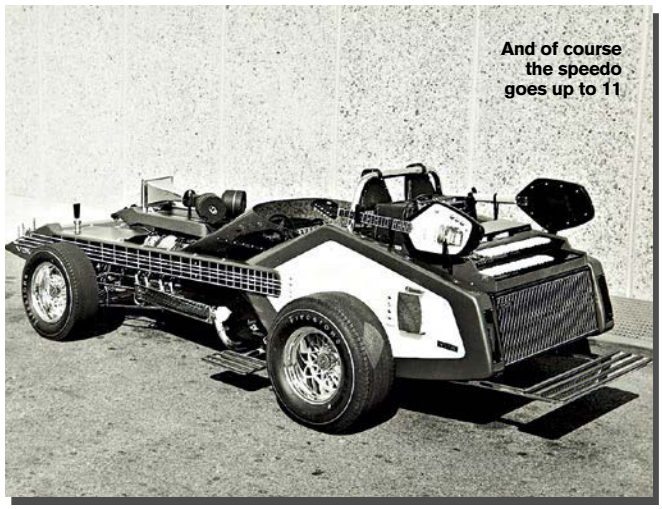
4 SIDEWINDER

With a bike wheel up front and a pair of DC-6 passenger plane wheels at the back this terrifying chopper trike looked like a recipe for chronic understeer followed by chronic death. Wheelie bars at the back stopped it flipping over when you uncorked the 298kW Buick V8.

5 *SUPER VAN*

Hot on the heels of Blaxploitation, low-budget vansploitation flic Super Van set out to cash in on the velvet-lined, porthole-festooned commercial trend. The story's so thin IMDB lists 'nipples visible through clothing' in plot keywords, but Barris still delivered, even if the writers didn't, creating a futuristic, laser-shooting MPV from a Dodge Sportsman.





6 VOXMOBILE!

Built at the behest of UK-based guitar and amp manufacturer for promo duties, the Voxmobile was a fully driveable two-seat sports car perfect for stringing bends together. The twin giant Vox Phantom guitars were dummies but it featured a trio of working amplifiers capable of powering 32 guitars and a functional Super Continental organ at the rear.

7 BATHTUB BUGGY

Maybe all the paint fumes had addled George's head by 1970 – it's hard to see otherwise how he came up with this sanitation-styled sports car. Built for the World's Fair in Osaka, Japan, it came with a full (bathroom) suite of custom features including a bath, sink and exhausts like Victorian plumbing.



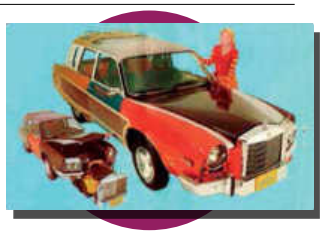


8 HIROHATA MERC

Barris is best known for his outlandish TV cars, but he was also a genuinely influential presence in the early 1950s custom car scene. Built for Bob Hirohata, this 1951 Mercury wasn't the first chopped Merc, but losing the B-pillars turned it into the first hardtop version, and a hot-rod legend.

9 ANY CAR

Based on a rear-engined Volkswagen but mashed up with parts from 40 different cars, Any Car was designed to promote a major bank's willingness to lend money for 'any car'. All very silly, except that under the front bonnet there's a tiny electric car for urban travel: prophetic stuff for the 1970s.





10 BATMOBILE

Easily Barris's most famous creation, the Batmobile was based on a 1955 Lincoln Futura concept bought by George for $1 and turned into the caped crusader's car in just three weeks. It recently sold for $4.6m, proving that crime (against taste, at least) does pay.

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